Appendix
(A)

TOWN OF MEDLEY

ROADWAYS: JURISDICTIONAL AND CLASSIFICATIONS MAP

OCTOBER 1, 2003

SCALE: 1" = 2500'

0' 1250' 2500'

LEGEND:

- LIMITED ACCESS
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- URBAN COLLECTOR
- LOCAL ROAD SYSTEM
- EXISTING BRIDGE
- PROPOSED BRIDGE
- METRORAIL
- 7 SEGMENT No.
- TOWN LIMITS
- EXISTING FLORIDA TURNPIKE EXIT
- PROPOSED FLORIDA TURNPIKE EXIT
- METRORAIL STATION
- RAIL ROAD CROSSING

THE TOWN OF MEDLEY INCORPORATED 1949 FLORIDA

EXIT 35
HOMESTEAD EXTENSION OF FLORIDA'S TURNPIKE (STATE ROAD 821)
EXIT 34
PROPOSED EXIT 33
TO THE FLORIDA KEYS
N.W. 122nd STREET
N.W. 106 STREET
N.W. 90 ST.
N.W. 107th AVENUE
N.W. 102 AVENUE
N.W. 97 AVENUE
N.W. 95 AVE
N.W. 92 AVE.
N.W. 88 AVE.
N.W. 87 AVENUE
N.W. 121 WAY
OKEECHOBEE ROAD (US 27)
N.W. SOUTH RIVER DRIVE
F.E.C. RAILROAD
TO I-75
PENNSUCO CANAL
Lake
DORAL
HIALEAH GARDENS
PALMETTO EXPRESSWAY STATE ROAD 826
TO I-95
HIALEAH
N.W. 74 ST.
HIALEAH EXPRESSWAY
TO US1
TO MIAMI SPRINGS
UNICORPORATED DADE COUNTY
METRO BUS STATION
NEW SEGMENT

FIGURE 3.0

C3TS CORZO CASTELLA CARBALLO THOMPSON SALMAN

Appendix
(B)

Table 18: 2015 Peak Hour Arterial Level of Service

Beginning Cross Street	Ending Cross Street	NW Direction		SE Direction	
		LOS	Arterial Speed*	LOS	Arterial Speed*
2015 AM Peak Hour					
HEFT SB Ramps	HEFT NB Ramps	F	6.7	B	35.6
HEFT NB Ramps	NW 138th Street	F	15.6	E	16.4
NW 138th Street	NW 121st Way	D	23.3	A	42.6
NW 121st Way	Hialeah Gardens Blvd.			F	9.7
Hialeah Gardens Blvd.	NW 105th Way	C	30.8	E	18.9
NW 105th Way	NW 103rd Street			C	33.6
NW 103rd Street	NW 87th Avenue	F	8.9	F	1.2
NW 87th Avenue	NW 95th Street	F	10.6	E	17.1
NW 95th Street	NW 79th Avenue	D	21.9		
Overall		F	16.7	F	15.8
2015 PM Peak Hour					
HEFT SB Ramps	HEFT NB Ramps	F	12.3	B	37.1
HEFT NB Ramps	NW 138th Street	F	10.8	D	26.5
NW 138th Street	NW 121st Way	E	17.6	A	42.0
NW 121st Way	Hialeah Gardens Blvd.			D	24.1
Hialeah Gardens Blvd.	NW 105th Way	F	15.4	B	34.1
NW 105th Way	NW 103rd Street			C	33.6
NW 103rd Street	NW 87th Avenue	E	17.7	F	4.3
NW 87th Avenue	NW 95th Street	F	13.3	F	12.5
NW 95th Street	NW 79th Avenue	F	8.7		
Overall		F	13.7	D	25.9

Note: * Arterial speed units are miles per hour.

Intersection Capacity Analysis

In addition to the intersections included in the existing conditions capacity analysis, the 2015 capacity analysis also included new intersections associated with the extension NW 87th Avenue across Okeechobee Road. The new intersections included in the 2015 analysis are the following:

- Okeechobee Road & NW 87th Avenue
- NW 87th Avenue & South River Drive

Tables 19 and 20 present the results of the AM and PM peak hour intersection analyses. The unsignalized intersection at U.S. 27/S.R. 25 and Krome Avenue (S.R. 997) is approximately 4.5 miles

2025 Future Conditions Capacity Analysis

In order to identify long-term corridor capacity deficiencies, a 2025 future condition capacity analysis was conducted. The analysis was conducted with the forecast 2025 AM and PM peak hour turning movement volumes and the future roadway network. The roadway network and geometry used in the 2025 analysis was identical to what was used for the 2015 analysis. FDOT's level of service (LOS) standards for controlled access FIHS facilities, as stated previously, is LOS B or better for rural/undeveloped areas. The minimum acceptable level of service for facilities within urban areas with populations greater than 50,000 people is LOS D or better.

Uninterrupted Roadway Segment Analysis

The 2025 capacity of the uninterrupted roadway segment of Okeechobee Road (Krome Avenue to HEFT southbound ramps) was analyzed using FDOT's generalized peak hour two-way volume tables included in the *2002 Quality/Level of Service Handbook.* The roadway segment was still considered a four-lane divided uninterrupted flow highway in a rural undeveloped area (Table 4-6). As indicated in the 2015 capacity analysis, the projected 2015 AM and PM peak hour bi-directional volumes for the segment were 2,235 vehicles per hour and 2,000 vehicles per hour, respectively. The annual growth rate identified for this section of Okeechobee Road is 2.8 percent. The 2025 projected bi-directional peak hour volumes were calculated by applying the 2.8 percent growth rate linearly over the 10 years (2015-2025). The projected 2025 AM and PM peak hour bi-directional volumes for this section of the corridor are 2,860 and 2,560 vehicles per hour, respectively. Applying the projected volume information and the characteristics of the roadway segment, it was determined that the uninterrupted segment is expected to operate at LOS C during the 2025 AM peak hour and LOS B during the PM peak hour. The FDOT generalized LOS table is included in Appendix R under separate cover.

Interrupted Roadway Segment Analysis

The projected 2025 AM and PM peak hour turning movement volumes were the basis for the 2025 future conditions capacity analysis of the interrupted portion of Okeechobee Road (HEFT southbound ramps to NW 79th Avenue) within the action plan limits. The only improvements considered in the analysis beyond the currently planned improvements identified in the Future Planned Roadway Improvements section were the optimization of intersection and corridor timing associated with the signalized intersections.

ACTION PLAN

The Okeechobee Road action plan was devised by examining existing conditions, year 2015 conditions, and year 2025 conditions and identifying the improvements (short-term, mid-term, and long-term) with the goal of attaining FIHS standards under 2025 conditions The short-term improvements developed assumed existing traffic conditions geometry. The mid-term improvements were developed assuming 2015 traffic conditions as well as all known planned future roadway improvements within the action plan limits. The long-term improvements were formulated assuming 2025 traffic conditions and all known future roadway improvements.

1 Short-Term Improvements

Short-term improvements are defined as improvements to the corridor that can be easily implemented within the next five (5) to ten (10) years. Design and construction costs for short-term improvements are minimal and do not significantly impact corridor traffic circulation during construction. A key element of the identified short-term improvements is the lack of required right-of-way acquisition. Probable cost estimates were developed using current costs for design and construction. It should be noted that the costs included in this section are intended to provide an "order of magnitude" estimates for each specific improvement. It should be noted that a more detailed analysis for these improvements was prepared under separate cover [1]. All opinions of probable costs are included in Appendix U under separate cover.

1.1 Intersection Capacity Improvements

Short-term intersection capacity improvements are recommended at several intersections along the corridor. Figures 31 through 34 summarize the short-term improvements outlined for the corridor. The following short-term improvements were identified within the action plan limits:

1.1.1 Intersection Timing Optimization

It is recommended that the intersection cycle lengths and phase splits be optimized for all signalized intersections within the corridor. An intersection cycle length is defined as the total time to complete one sequence of signalization around an intersection. For instance, the intersection cycle length is measured from the time a specific phase begins to the time that same phase begins again. Phase splits are defined as the segment of a cycle length to each phase that may occur at an intersection.

[1] *Okeechobee Short-Term Scoping Report, Kimley-Horn and Associates, 2004.*

1.1.3 Okeechobee Road and NW 138th Street [Figure 33(2)]

Existing conditions analyses indicate that left-turn vehicles approaching the intersection from the northwest is approximately 380 vehicles per hour during the AM peak hour and 550 vehicles per hour during the PM peak hour. The existing northwest leg (southwest approach) consists of an exclusive left-turn lane, three through lanes, and an exclusive right-turn lane. The exclusive left-turn lane provides approximately 300 feet of storage. Capacity analyses indicate that the left-turning vehicles approaching the intersection from the northeast are queuing beyond the storage capacity of the single left-turn lane into the inside southeastbound though lane.

It is recommended that an additional left-turn lane be constructed on the southeast approach to the intersection to create dual lefts with a recommended storage length of 300 feet. Adequate right-of-way is available in the center median of Okeechobee Road and two departure lanes exist on the north east leg of the intersection to receive the dual lefts. The existing left-turn treatment for the Okeechobee left-turns at this intersection is protected/permissive. The addition of a southeastbound left-turn lane will require the phasing on the southeastbound approach be modified to provide protected only phasing. The northwest approach left-turn treatment can remain as protected/permissive. In order to reduce weaving maneuvers at the adjacent Frontage Road intersection from the southwestbound left-turn movement, pavement marking modifications are recommended at the Frontage Road to provide for a shared through/left-turn lane and a shared through/right-turn lane. Additionally, it is recommended that an additional right-turn lane be constructed on the northeast leg (southwest approach) to the intersection. As part of this improvement, a southwest approach right-turn overlap is recommended for the southwest approach.

In addition to the improvements at the intersection of Okeechobee Road and NW 138th Street, modifications to the intersection of the Frontage Road and NW 138th Street are also recommended. Three approaches to the intersection are currently stop controlled while the Okeechobee Road approach operates under free-flow conditions. It is recommended that the right-turn lane on the southwest approach be restriped as a shared through/right-turn lane to reduce weaving movements and increase the capacity of the through movement. The current estimated cost for this improvement is approximately $225,000.

Table 24: 2002 Peak Hour Arterial Level of Service with Short-Term Improvements

Beginning Cross Street	Ending Cross Street	NW Direction		SE Direction	
		LOS	Arterial Speed *	LOS	Arterial Speed*
2002 AM Peak Hour					
HEFT SB Ramps	HEFT NB Ramps	F	10.8	B	37.1
HEFT NB Ramps	NW 138th Street	C	27.9	D	24.3
NW 138th Street	NW 121st Way	B	36.1	A	46.1
NW 121st Way	Hialeah Gardens Blvd.			E	18.7
Hialeah Gardens Blvd.	NW 105th Way	B	38.6	C	33.6
NW 105th Way	NW 103rd Street			B	36.5
NW 103rd Street	NW 95th Street	C	30.8	A	42.8
NW 95th Street	NW 79th Avenue	C	29.1	D	23.1
Overall		C	29.8	C	32.7
2002 PM Peak Hour					
HEFT SB Ramps	HEFT NB Ramps	D	24.7	B	37.1
HEFT NB Ramps	NW 138th Street	D	26.6	B	37.4
NW 138th Street	NW 121st Way	B	34.3	A	45.2
NW 121st Way	Hialeah Gardens Blvd.			D	23.0
Hialeah Gardens Blvd.	NW 105th Way	D	24.5	B	40.4
NW 105th Way	NW 103rd Street			B	41.4
NW 103rd Street	NW 95th Street	B	37.7	A	45.0
NW 95th Street	NW 79th Avenue	B	34.7	D	23.6
Overall		C	30.4	B	36.6

Note: * Arterial speed units are miles per hour.

Table 25: 2002 AM Peak Hour Intersection Level of Service with Short-Term Improvements

Intersection	Overall LOS / Average Delay (s)	Approach LOS / Average Delay (s)				Failing Movements
		NWB	SEB	NEB	SWB	
Okeechobee Road & Krome Avenue #	*	F/100+ **	@	F/100+ B/15.2	N/A	NEBL, NWBL
Okeechobee Road & HEFT SB Ramps	F/80.6	D/49.1	D/42.3	F/431.8	F/84.8	NEBT,SWL
Okeechobee Road & HEFT NB Ramps	B/12.0	B/14.8	A/3.3	N/A	D/45.8	None
Okeechobee Road & NW 138th Street	C/22.7	C/25.1	B/13.6	D/49.8	D/39.4	None
Frontage Road & NW 138th Street	B/12.4	B/10.0	A/9.7	B/10.6	B/13.7	None
Okeechobee Road & NW 121st Way	B/12.3	A/2.9	A/7.3	F/89.9	N/A	NER
South River Drive & NW 121st Way	C/24.8	F/84.8	E/72.2	A/6.7	A/3.0	NWL/T/R
Okeechobee Road & Hialeah Gardens Blvd.	D/52.2	D/37.3	D/53.2	F/80.9	D/53.2	NET/R
South River Drive & Hialeah Gardens Blvd.	E/55.1	E/62.6	E/66.2	B/12.9	E/63.9	SWL
Frontage Road & Hialeah Gardens Blvd.	D/40.6	F/100+	F/94.5	A/4.5	B/14.1	SET/R, NWL
Okeechobee Road & NW 105th Way	D/41.2	F/87.3 ***	C/23.6	D/49.3	N/A	NWL
South River Drive & NW 105th Way	C/29.5	F/100+	E/70.4	B/19.0	A/3.3	NWT/R
Okeechobee Road & NW 103rd Street	C/26.6	C/22.3	B/17.5	N/A	D/41.4	None
Frontage Road & NW 103rd Street	C/20.7	F/89.7	E/60.4	A/2.5	A/9.4	None
NW 87th Avenue & NW 103rd Street	D/37.3	E/79.7	C/31.7	C/33.8	D/38.7	None
NW 87th Avenue & Frontage Road	*	@	@	N/A	C/20.9	None
Okeechobee Road & NW 95th Street	B/19.0	B/19.1	B/10.4	N/A	E/65.6	None
Frontage Road & NW 95th Street	*	F/469.7	F/93.1	@	N/A	SET/R, NWL
Okeechobee Road & NW 79th Avenue	D/49.6	E/57.2 ***	C/27.1	F/120.7	N/A	NWL,NER
South River Drive & NW 79th Avenue	D/37.3	E/75.7	D/39.7	D/37.4	C/26.8	NWT

Notes:
- * Intersection LOS is not defined at unsignalized intersections.
- ** Left-turn LOS only.
- *** Major through movement is unsignalized. LOS reflects the signalized movements only.
- # Krome Avenue intersection has a N-S orientation (NWB=NB, SEB=SB, NEB=EB, SWB=WB). The NEB Approach is stop controlled at the approach and at the median opening. Therefore, two levels of service are indicated.
- @ Approach LOS cannot be calculated. Approach is not under stop control.

Table 26: 2002 PM Peak Hour Intersection Level of Service with Short-Term Improvements

Intersection	Overall LOS / Average Delay (s)	Approach LOS / Average Delay (s)				Failing Movements
		NWB	SEB	NEB	SWB	
Okeechobee Road & Krome Avenue #	*	E/35.3 **	@	E/37.9 D/26.6	N/A	None
Okeechobee Road & HEFT SB Ramps	B/15.9	B/10.5	A/9.9	F/100+	D/37.0	NET
Okeechobee Road & HEFT NB Ramps	B/15.4	B/16.6	A/2.0	N/A	C/30.2	None
Okeechobee Road & NW 138th Street	C/22.7	B/12.6	C/24.6	D/46.1	C/27.9	None
Frontage Road & NW 138th Street	B/12.4	A/9.8	A/9.8	B/13.9	B/10.0	None
Okeechobee Road & NW 121st Way	B/14.3	A/1.2 ***	A/8.4	D/40.3	N/A	None
South River Drive & NW 121st Way	C/25.0	E/76.3	D/54.3	A/5.9	A0.7	None
Okeechobee Road & Hialeah Gardens Blvd.	D/45.6	D/46.7	E/61.0	D/37.7	D/41.5	SEL,NWL,SWL
South River Drive & Hialeah Gardens Blvd.	D/38.9	F/100+	D/37.4	C/22.4	A/8.3	NWR
Frontage Road & Hialeah Gardens Blvd.	B/11.6	D/44.6	D/50.0	A/2.8	B/10.2	None
Okeechobee Road & NW 105th Way	C/25.8	A/4.8 ***	B/18.7	D/40.5	N/A	None
South River Drive & NW 105th Way	F/83.6	F/100+	D/50.0	C/28.3	C/26.2	NWT
Okeechobee Road & NW 103rd Street	B/14.6	B/14.0	B/11.3	N/A	C/23.0	None
Frontage Road & NW 103rd Street	B/14.3	D/43.9	C/27.5	A/9.5	A/7.5	None
NW 87th Avenue & NW 103rd Street	C/26.3	C/34.0	D/36.0	C/27.7	B/12.3	None
NW 87th Avenue & Frontage Road	*	@	@	N/A	F/73.6 **	SWL
Okeechobee Road & NW 95th Street	B/11.5	A/8.6	A/6.7	N/A	D/45.8	None
Frontage Road & NW 95th Street	*	F/100+	F/100+	@	N/A	SET/R, NWL, NWT
Okeechobee Road & NW 79th Avenue	C/27.0	C/34.5 ***	C/24.2	C/31.0	N/A	None
South River Drive & NW 79th Avenue	D/40.3	D/47.3	D/37.4	C/29.2	D/51.4	None

Notes:
- * Intersection LOS is not defined at unsignalized intersections.
- ** Left-turn LOS only.
- *** Major through movement is unsignalized. LOS reflects signalized movements only.
- # Krome Avenue intersection has a N-S orientation (NWB=NB, SEB=SB, NEB=EB, SWB=WB). The NEB Approach is stop controlled at the approach and at the median opening. Therefore, two levels of service are indicated.
- @ Approach LOS cannot be calculated. Approach is not under stop control.

quadrant of the interchange. Figure 39 illustrates the proposed improvement. The proposed single-lane ramp will allow northbound HEFT motorists to enter eastbound Okeechobee Road without traveling through a traffic signal. Currently, northbound HEFT motorists destined for eastbound Okeechobee Road must perform a southwestbound left-turn at an existing traffic signal. The proposed ramp will operate under free flow conditions at the eastbound Okeechobee Road connection. The proposed ramp will operate as an "add" lane, transitioning eastbound Okeechobee Road from two lanes to three lanes. The existing merge lane provided for southwestbound left-turning motorists to entering eastbound Okeechobee Road will be eliminated. The estimated cost for this improvement was included in the cost estimate developed for the Southbound HEFT Ramp improvements.

Under the 2015 future conditions analysis, the intersection is expected to operate at LOS E in the AM and PM peak hours (Tables 19 and 20). With the proposed mid-term improvement, the intersection is expected to operate at LOS A in both the 2015 AM and PM peak hour conditions.

2.1.4 Okeechobee Road and NW 138th Street

Significant improvements are recommended for the intersection of Okeechobee Road and NW 138th Street. It is recommended that the westbound through lanes on Okeechobee Road be grade separated, allowing westbound Okeechobee Road motorists to operate under free flow conditions. Access to and from NW 138th Street and westbound Okeechobee Road will be provided via proposed entrance and exit ramps. The eastbound Okeechobee Road approach will continue to operate under signal control at grade with NW 138th Street. Figure 40 illustrates the proposed improvements. A preliminary estimate for this improvement indicated a design and construction cost of $5.5 million.

This intersection is projected to operate at LOS F under the 2015 future condition analysis (Tables 19 and 20). The proposed improvement is expected to improve the overall LOS to LOS B in the AM peak hour and LOS C in the PM peak hour in year 2015. The associated intersection of NW 138th Street and the Frontage Road is also expected to maintain LOS B under both future condition scenarios.

2.1.5 Okeechobee Road and NW 121st Way

One minor improvement is proposed for this study intersection. The study intersection currently operates as a Turbo-T intersection, allowing the majority of westbound motorists to travel through the intersection under free flow conditions. Two westbound Okeechobee Road through lanes operate under this free-flow condition, while the inside westbound through lane and an additional westbound left-turn operates under signal control. It is recommended that the westbound Okeechobee Road through lane that currently operates under signal control be converted to an additional turn lane, providing additional capacity to westbound left-turning traffic. Appropriate signal timing changes would also be required as a part of this improvement. Due minimal modifications required for this improvement, a conceptual plan was not developed. The cost associated with this improvement is expected to nominal and a detail opinion of probable cost was also not developed.

The 2015 future conditions analysis indicated that this intersection will operate at LOS C during the AM peak hour and LOS D in the PM peak hour. With the proposed mid-term improvements, the intersection is expected to operate at LOS B in the AM peak hour and LOS A in the PM peak hour.

2.1.6a Okeechobee Road and NW 95th Street

Major reconstruction of this intersection is recommended under the mid-term improvements. As indicated in the future improvements section of this report (Future Planned Roadway Improvements Section), three eastbound Okeechobee Road free-flow bypass lanes will be constructed for the horizon year 2015. In addition to this construction, it is recommended that two of the three westbound Okeechobee Road lanes be elevated above the existing intersection and operate under free flow conditions. Figure 41 presents the proposed mid-term improvements.

The third westbound Okeechobee Road lane is proposed as westbound exit lane and entrance lane to and from the at-grade intersection. The single westbound exit lane is proposed expand to two lanes at the at-grade intersection, providing adequate capacity for the westbound right-turn movement onto NW 95th Street. The at-grade intersection is proposed to remain under the same operation (eastbound free-flow lanes) as currently planned by FDOT District VI Traffic Operations Office. This future improvement (planned at this intersection proposes, in addition two eastbound free-flow lanes, a signal controlled eastbound left-turn lane and eastbound through lane. It is recommended that an additional

Table 28: 2015 Peak Hour Arterial Level of Service with Mid-Term Improvements

Beginning Cross Street	Ending Cross Street	NW Direction		SE Direction	
		LOS	Arterial Speed *	LOS	Arterial Speed*
2015 AM Peak Hour					
HEFT SB Ramps	HEFT NB Ramps	C	30.9	B	36.8
HEFT NB Ramps	NW 138th Street	C	30.7	C	30.1
NW 138th Street	NW 121st Way			A	43.4
NW 121st Way	Hialeah Gardens Blvd.	B	40.9	F	9.3
Hialeah Gardens Blvd.	NW 105th Way	C	31.9	B	34.8
NW 105th Way	NW 103rd Street			C	28.0
NW 103rd Street	NW 87th Avenue	F	15.2	F	1.2
NW 87th Avenue	NW 95th Street	F	13.8	B	36.1
NW 95th Street	NW 79th Avenue			F	3.2
Total		D	22.5	E	16.9
2015 PM Peak Hour					
HEFT SB Ramps	HEFT NB Ramps	F	13.2	B	35.9
HEFT NB Ramps	NW 138th Street	C	32.0	C	31.9
NW 138th Street	NW 121st Way			A	44.5
NW 121st Way	Hialeah Gardens Blvd.	B	34.4	D	25.9
Hialeah Gardens Blvd.	NW 105th Way	F	15.3	B	34.2
NW 105th Way	NW 103rd Street			C	33.1
NW 103rd Street	NW 87th Avenue	E	19.9	F	4.8
NW 87th Avenue	NW 95th Street	E	17.0	C	31.5
NW 95th Street	NW 79th Avenue			F	7.8
Total		E	18.9	D	25.9

Note: * Arterial speed units are miles per hour.

Intersection Capacity Analysis

Intersection capacity analysis was performed to identify the impact of the proposed mid-term improvements. Tables 29 and 30 and Figures 42 through 45 present the results of the 2015 AM and PM peak hour intersection analyses for mid-term improvements. Detail intersection capacity analyses are included in Appendix Y under separate cover. Several intersections are expected to operate at improved LOS when compared to the 2015 future conditions. Table 31 summarizes the impact of the mid-term improvements on levels of service at these study intersections. As explained in the short-term improvements – intersection capacity analysis, some intersection are expected to operate a lower LOS as timing optimization reallocated more green time to major sidestreet movements.

Table 29: 2015 AM Peak Hour Intersection Level of Service with Mid-Term Improvements

Intersection	Overall LOS / Average Delay (s)	Approach LOS / Average Delay (s)				Failing Movements
		NWB	SEB	NEB	SWB	
Okeechobee Road & Krome Avenue #	*	A/7.2 D/37..9 **	N/A	B/16.1 D/37.2	A/2.3 B/14.4	None
Okeechobee Road & HEFT SB Ramps	C/30.4	A/7.7	C/31.2	F/82.4	E/71.6	NWL, NER
Okeechobee Road & HEFT NB Ramps	A/6.9	A/9.1	A/7.3	N/A	A/0.1	None
Okeechobee Road & NW 138th Street	B/16.7	E/74.8	B/12.2	E/71.3	B/18.7	None
Frontage Road & NW 138th Street	B/14.8	B/10.2	A/9.9	B/11.9	C/17.0	None
Okeechobee Road & NW 121st Way	B/14.1	A/5.2 ***	B/14.2	F/88.5	N/A	NER
South River Drive & NW 121st Way	C/25.2	F/93.5	E/60.9	A/9.1	A/3.6	NWT
Okeechobee Road & Hialeah Gardens Blvd.	F/100+	F/86.7	F/100+	F/100+	F/100+	SET, NWL, NEL/T, SWL/T
South River Drive & Hialeah Gardens Blvd.	C/23.2	F/80.4	E/61.2	C/23.4	A/6.5	NWR
Frontage Road & Hialeah Gardens Blvd.	C/25.7	F/101.3	E/59.2	B/13.4	C/25.3	NWL
Okeechobee Road & NW 105th Way	F/100+	F/80.2 ***	C/34.5	F/100+	N/A	NWL, NEL/R
South River Drive & NW 105th Way	C/30.0	E/58.0	D/43.9	C/23.9	A/4.3	None
Okeechobee Road & NW 103rd Street	B/18.8	B/10.9	B/18.7	N/A	E/76.0	None
Okeechobee Road and NW 87th Avenue	F/100+	F/100+	F/100+	F/100+	F/100+	NET, SWL, SEL/T, NWT
Frontage Road & NW 103rd Street	C/20.7	N/A	F/100+	A/7.6	A/0.2	SER
NW 87th Avenue & NW 103rd Street	C/33.5	B/10.0	D/40.9	D/41.7	E/71.3	SWL
NW 87th Avenue & Frontage Road	*	B/12.1	N/A	@	@	None
NW 87th Avenue & South River Drive	D/43.2	E/74.3	E/71.1	D/37.0	C/34.7	SEL
Okeechobee Road & NW 95th Street	A/2.5	A/3.1	A/2.3	N/A	A/3.0	None
Frontage Road & NW 95th Street	A/9.5	B/10.3	A/8.1	B/11.2	N/A	None
Okeechobee Road & NW 79th Avenue	F/94.4	F/100+ ***	E/58	F/100+	N/A	SET, NWL, NEL, NER
South River Drive & NW 79th Avenue	D/55.0	F/87.6	D/52.6	E/55.2	D/46.7	NWT

Notes:
- * Intersection LOS is not defined at unsignalized intersections.
- ** Left-turn LOS only.
- *** Major NW through movement is unsignalized. LOS accounts signalized movements only.
- # Krome Avenue intersection has a N-S orientation (NWB=NB, SEB=SB, NEB=EB, SWB=WB). The NEB Approach is stop controlled at the approach and at the median opening. Therefore, two levels of service are indicated.
- @ Approach LOS cannot be calculated. Approach is not under stop control.

3 Long-Term Improvements

Long-term improvements are defined as improvements to the corridor that can be implemented in the next 15-25 years. Design and construction costs for long-term improvements are significant and will impact the corridor's traffic circulation during construction. Long-term improvements will require significant right-of-way acquisition. Opinions of probable costs and right-of-way acquisition calculations are provided in Appendix U of the Technical Appendices under separate cover.

The long-term improvements identified in this action plan are conceptual; the intent of the recommendations is to illustrate the potential type improvements (i.e. the appropriate movements for grade separated operation) needed to bring the operations of the corridor to an acceptable level. The determination of the geometry and design of the final improvement should be made in the appropriate project development and environmental (PD&E) study.

In addition to the conceptual designs developed for long-term improvements, opinions of probable costs were also determined. Probable cost estimates were developed using current costs for design, construction, and right-of-way acquisition. Land values were obtained from the Miami-Dade County Property Appraiser's office. Land values were adjusted to account for the acquisition costs associated with full property acquisition, partial property acquisition, publicly owned property, and privately owned property. It should be noted that the costs included in this section are intended to provide an "order of magnitude" estimates for each specific improvement. All opinions of probable costs as well as detailed right-of-way information are included in Appendix U of the Technical Appendices under separate cover.

3.1 Intersection Capacity Improvements

3.1.1 Okeechobee Road and Krome Avenue (S.R. 997)

Signalization of this intersection is proposed as part of the 2015 mid-term improvements. In addition to the signalization of this intersection, an additional northbound left-turn lane is proposed as a long-term improvement. Traffic volume forecasts and a high proportion of trucks indicate the need for dual northbound left-turn lanes. The cost associated with this improvement is estimated to be approximately $310,000. This improvement is consistent with the FIHS Action Plan developed by FDOT District IV for the adjacent segment of Okeechobee Road to the north.

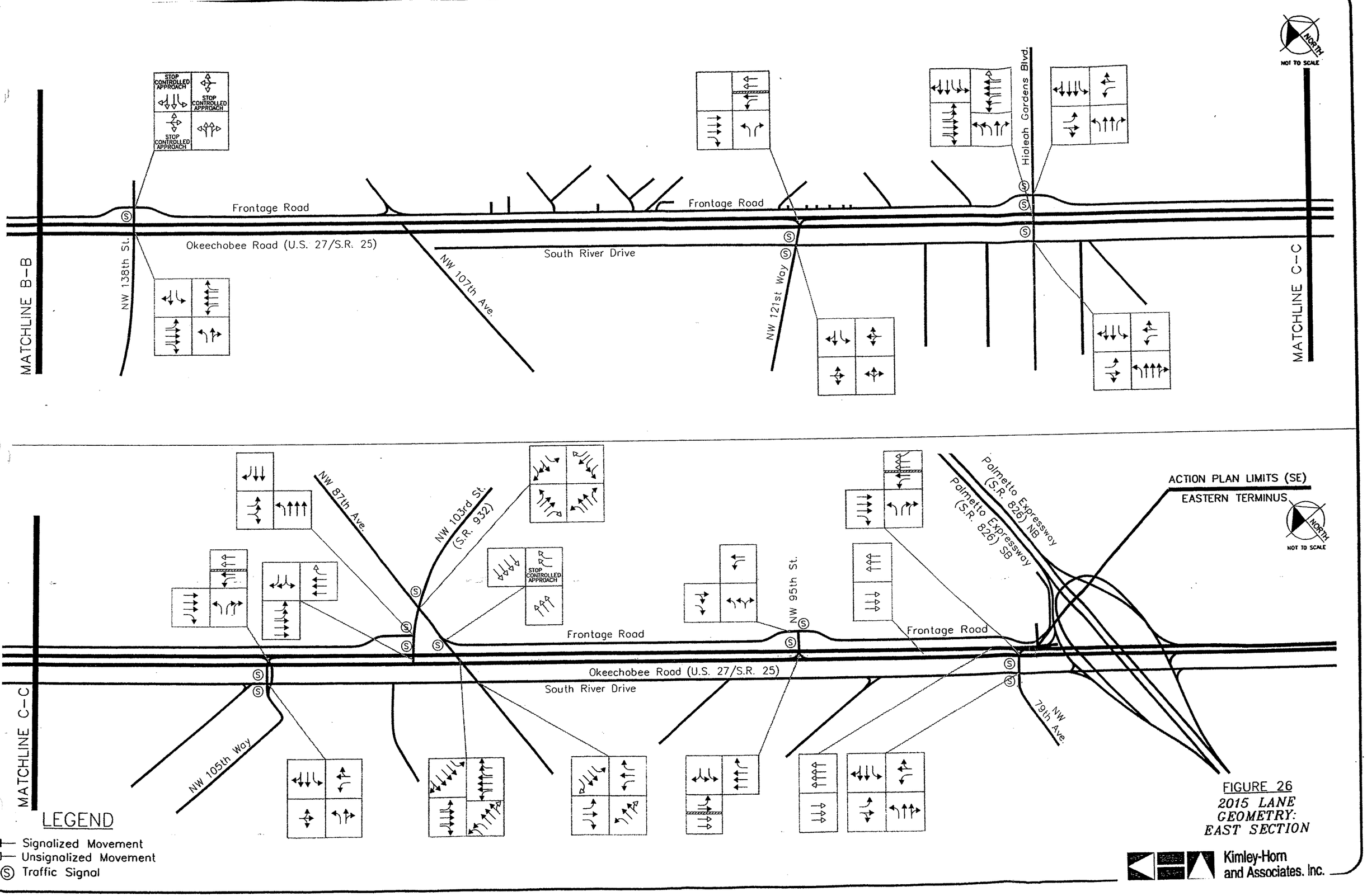


FIGURE 26
2015 LANE GEOMETRY: EAST SECTION

Kimley-Horn and Associates, Inc.

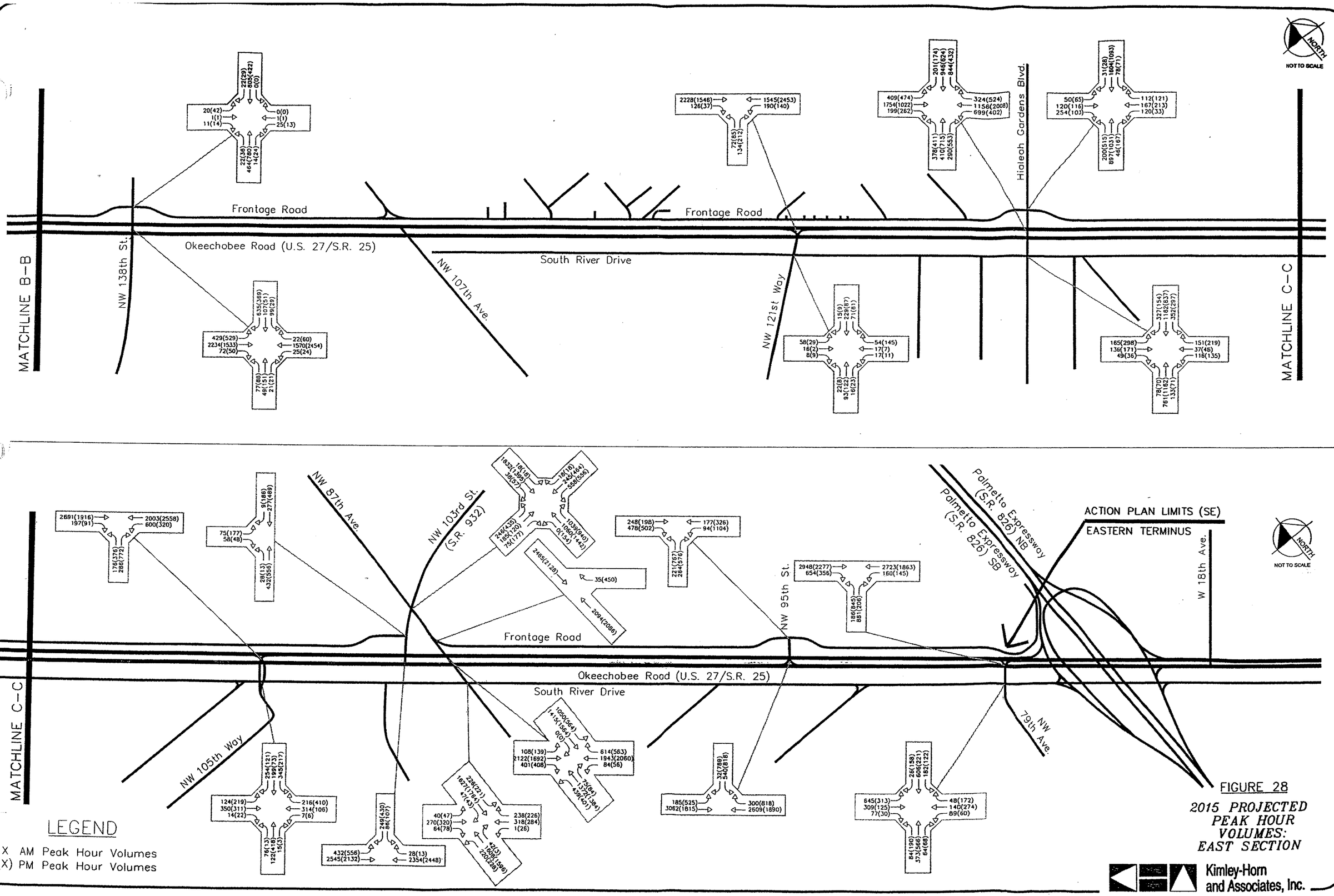


FIGURE 28

2015 PROJECTED PEAK HOUR VOLUMES: EAST SECTION

Kimley-Horn and Associates, Inc.

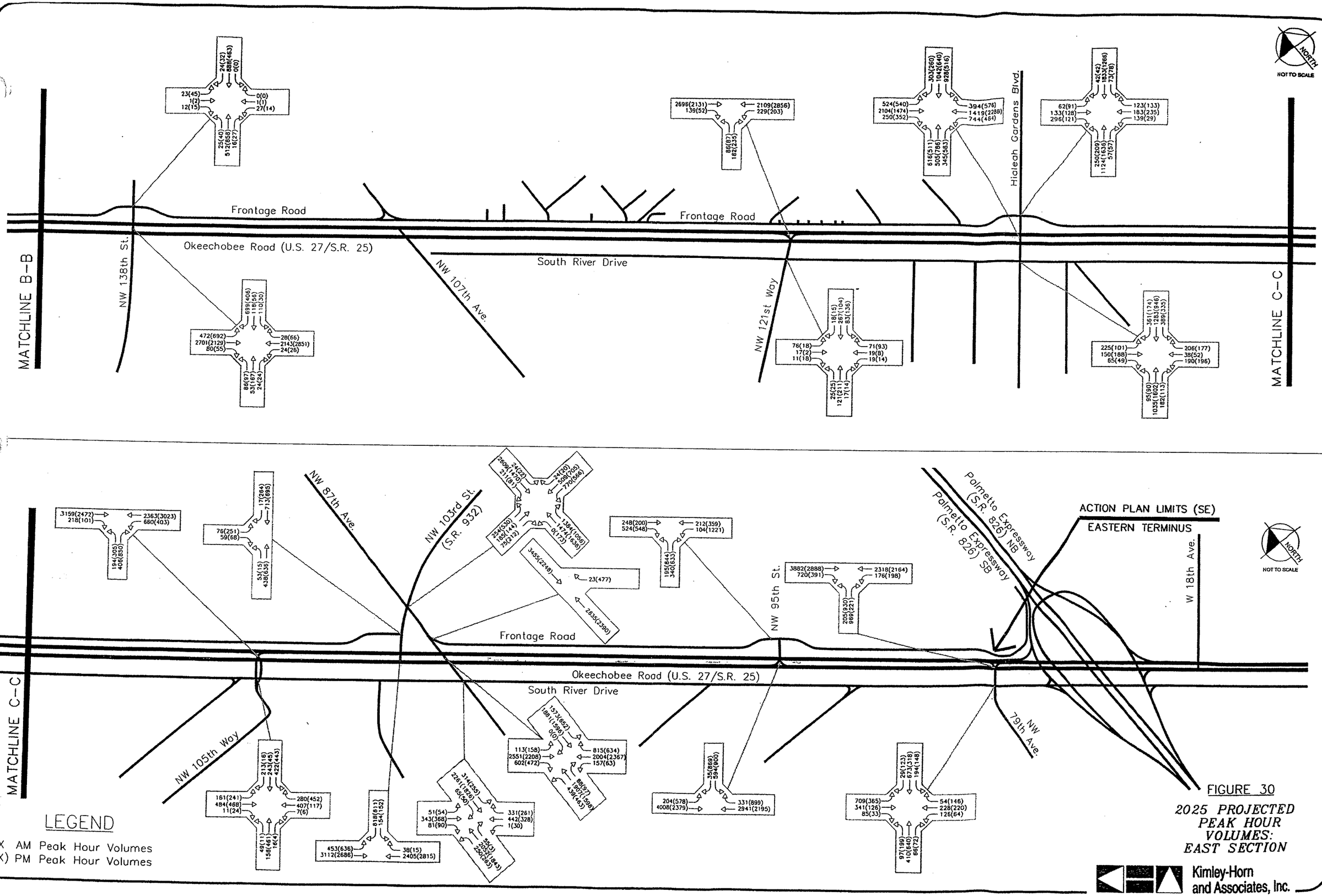


FIGURE 30

2025 PROJECTED PEAK HOUR VOLUMES: EAST SECTION

Kimley-Horn and Associates, Inc.

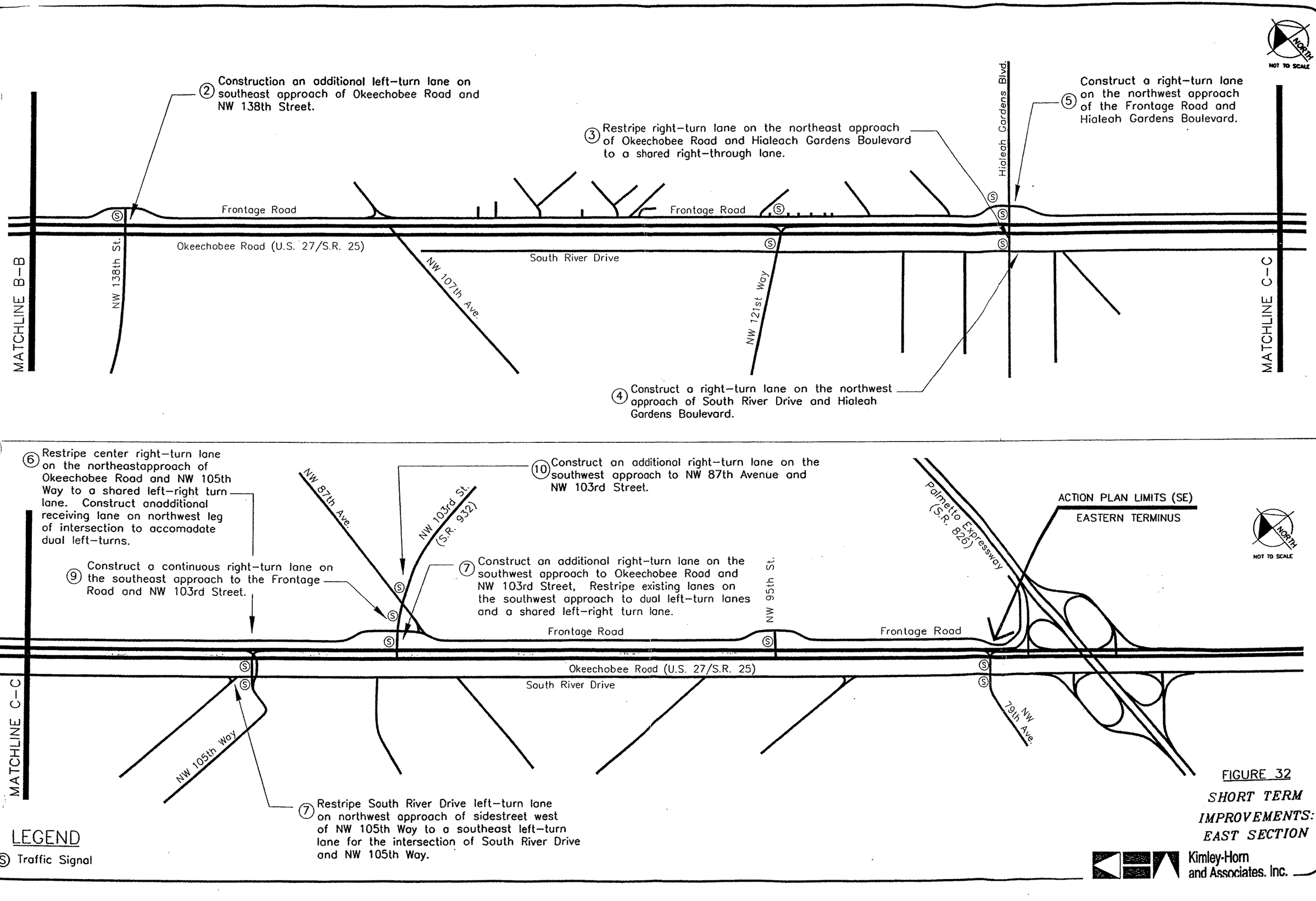


FIGURE 32

SHORT TERM IMPROVEMENTS: EAST SECTION

Kimley-Horn and Associates, Inc.

Appendix
(C)

1.0 INTRODUCTION

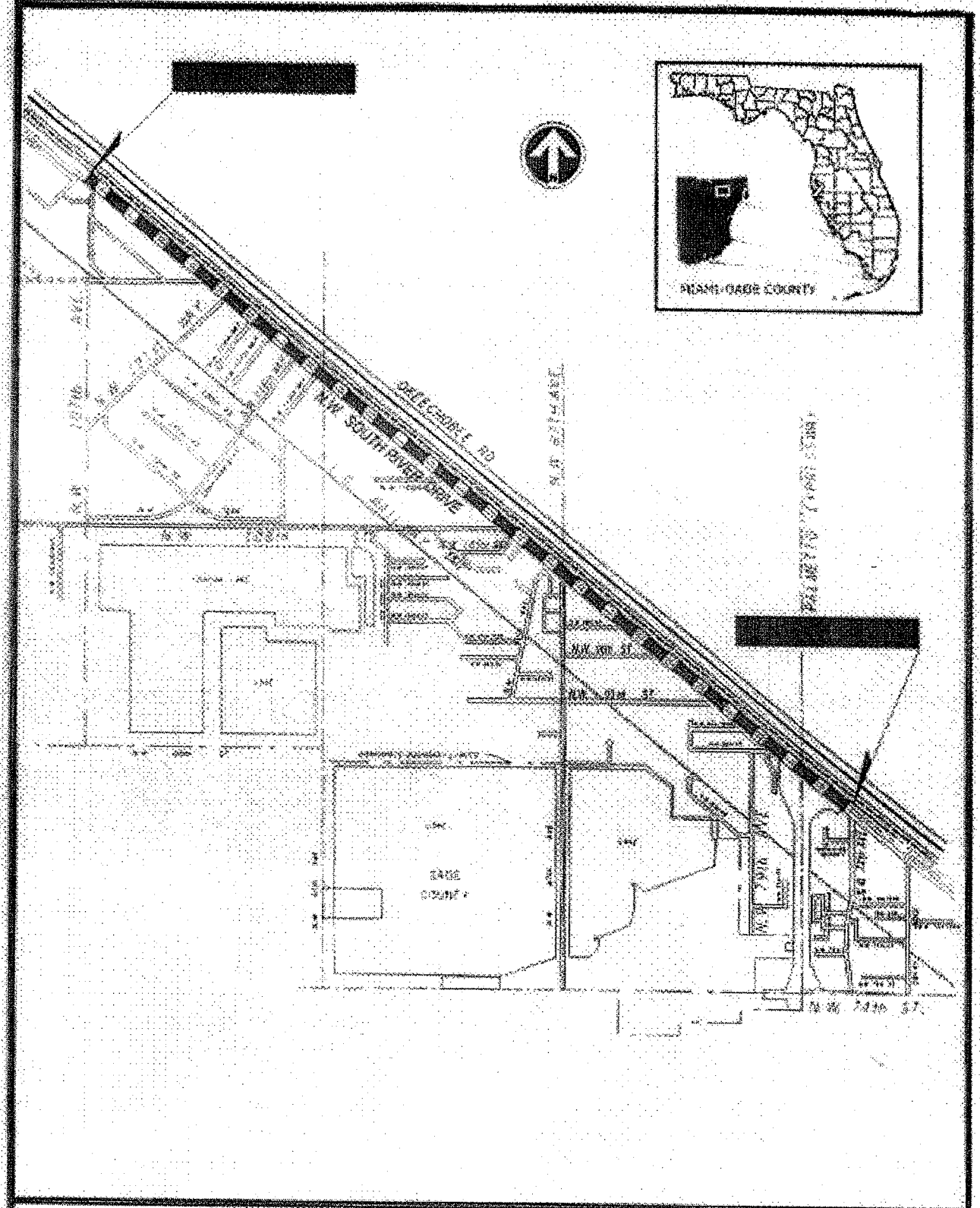
NW South River Drive is one of the most important and highly utilized transportation corridors in the Town of Medley. This corridor began as a two-lane service road to the adjacent parallel facility of Okeechobee Road. As the Town developed and industry expanded, more and more traffic was funneled into the Town. In response, NW South River Drive was transformed from a service road to a major collector road carrying very large amounts of traffic. Because of the industrial nature of the Town, a large percentage of the traffic is comprised of large tractor trailer trucks. The presence of these larger vehicles in the traffic stream significantly affects the capacity and long term maintenance of the corridor. The lack of alternative corridors in the Town's roadway grid network and the current severity and duration of the traffic congestion along this facility is significantly impacting the movement of goods and services within the Town. Improving mobility along this corridor will improve the quality of life for the residents that call Medley their home and help ensure sustainable economic development in Medley.

1.1 Purpose of Study

The purpose of this study is to provide the Town of Medley and the Miami-Dade County Metropolitan Planning Organization with documented information on the existing conditions along NW South River Drive and the need for improvements. The Study Area limits this discussion of NW South River Drive from NW 107th Avenue to the Palmetto Expressway.

1.2 Project Area Description and Background Information

The Town of Medley is located in the northern center of Miami-Dade County, Florida. It is bordered directly by the Town of Hialeah Gardens on the northwest, by the City of Hialeah on the northeast and by the City of Miami Springs on the southeast. Unincorporated Miami-Dade County lies predominantly to the south and west. Please refer to the Project Location Map (Exhibit 1 on Page 2). The Town of Medley occupies a triangular shaped area approximately 3845 acres in area. It's northern boundary is delineated by NW South River Drive. The Town recently annexed approximately 500 acres of land consisting of the triangular shaped area on the northwest portion of the Town and approximately 280 acres for the section just north of NW 74th Avenue (the latter includes the lake bordered by the future NW 87th Avenue on the west). (See Appendix A for a Map reflecting the new Town Limits). According to the Town's Comprehensive Plan (1994-2000) the existing land use in Medley is primarily industrial in nature with 75% of the total area attributed to this end with 1% of the land is for residential uses. According to the 2000 Census, 1098 individuals call Medley their home, however, it is estimated that upwards of 35,000 commuters travel to work in Medley daily. This work force serves a large industrial community whose goods and services are transported to businesses in and out of Miami-Dade County. The Town has experienced an increase in commercial and industrial growth which will be compounded by the recent annexation and planned commercial and industrial developments. A substantial number of new jobs will be created which will directly translate to an increase in industrial and commuter traffic.



PROJECT LOCATION MAP

EXHIBIT 1

5.0 CONCEPTUAL ALTERNATIVES

The following sections describe the different roadway improvement alternatives being considered, including the "No-Project" alternative.

5.1 No-Project Alternative

The No Project Alternative involves maintaining the existing two-lane facility. The consequence associated with this alternative includes the acceptance of decreasing the LOS for this section of roadway while the traffic volume has been projected to increase as a consequence of growth.

Advantages

The following are advantages associated with the "No Project" alternative:

- No roadway design cost
- No ROW acquisition cost
- No construction cost
- No utility relocation cost
- No residential/business disruptions
- No social & neighborhood impacts (east of the Palmetto Expressway)

Disadvantages

The following are the disadvantages associated with the "No Project" alternative:

- Inconsistent with the plans and goals of the Town of Medley
- Significant negative impact on surrounding roadway system
- Significant delays at major intersections
- The corridor will operate at an unacceptable LOS "F" if no improvements are made
- Significant economic impact to the Town of Medley and to Miami-Dade County should businesses relocate.
- Potential increase in crash rates, safety will be compromised
- Pedestrian / bicycle facilities will not be improved.
- Congestion will result in a decrease of air quality

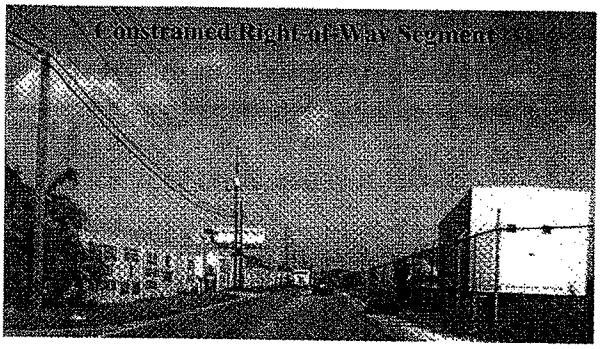
5.2 Transportation System Management

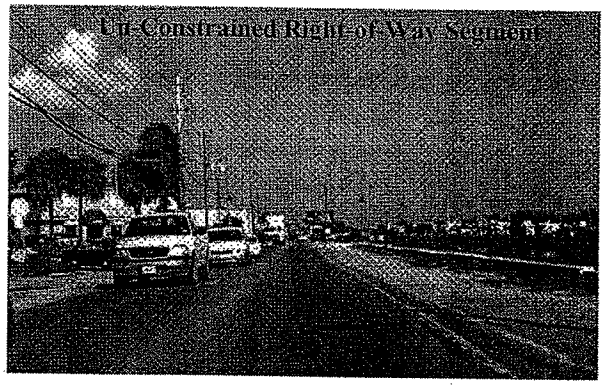
Transportation System Management (TSM) options provide alternate solutions to substandard roadway systems for highly urbanized areas or constrained corridors. TSM alternatives include the addition of turning lanes and traffic signalization at intersections, the addition of park and ride lots, car and van pooling and traffic signalization system coordination.

The corridor was studied for the implementation of any TSM options, which could eliminate the need for widening NW South River Drive. It was determined that while initial improvements to the synchronization of signals would help alleviate the current condition, no significant capacity improvements could be gained through the implementation of a TSM scheme. Current and planned bus routes do not support the full corridor. In addition, localized intersection improvements will not maintain an adequate overall LOS. The projected traffic volumes require an increase in the total laneage to a four-lane undivided cross section.

5.3 Typical Section Alternatives

As mentioned above, the existing right-of-way along NW South River Drive is generally 60 ft. in width. However, certain portions of the corridor have limited right-of-way. In some areas, existing businesses abut both sides of the road. The two Typical Section alternatives investigated were based on 60 ft. of right-of-way.


Constrained Right-of-Way Segment


Un-Constrained Right-of-Way Segment

Alternative 1 consists of three 12 ft. travel lanes (two eastbound and one westbound), a 6 ft. sidewalk on the south side, a 10ft. landscape swale area on the Miami Canal side and curb & gutter on either side. This alternative complies with the recommendation for Phase II and III improvements.

Alternative 2 consists of four 12 ft. travel lanes, a 6 ft. sidewalk on the south side and curb & gutter on either side. Two feet is provided on the north side for harmonizing with the Miami Canal side. Alternative 2 was developed to maintain the existing centerline of construction along NW South River Drive and keep the existing 6 ft. sidewalk that was constructed during Phase I improvements (thereby minimizing throw away construction). This alternative complies with the recommendations for Phase III & IV improvements.

The third Typical Section shown on Exhibit 6 reflects the intersection improvements (for the major intersections only) required for the Ultimate Typical Section (Alternative 2). It consists of four 12 ft. travel lanes and a left turn lane. At these intersections, 80 ft. of right-of-way will be required (20 ft. additional right-of-way required). This is subject to approval by the South Florida Water Management District which currently utilizes this area for maintenance of the Miami Canal. A bulkhead may be required in certain areas to protect the Miami Canal. See Exhibit 7.

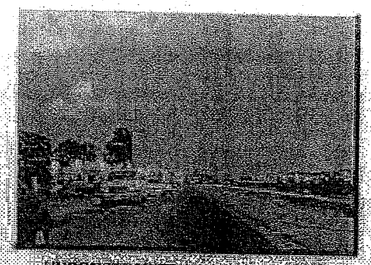
CORZO
CASTELLA
CARBALLO
THOMPSON
SALMAN

LOOKING NB FROM NW 79 AVENUE

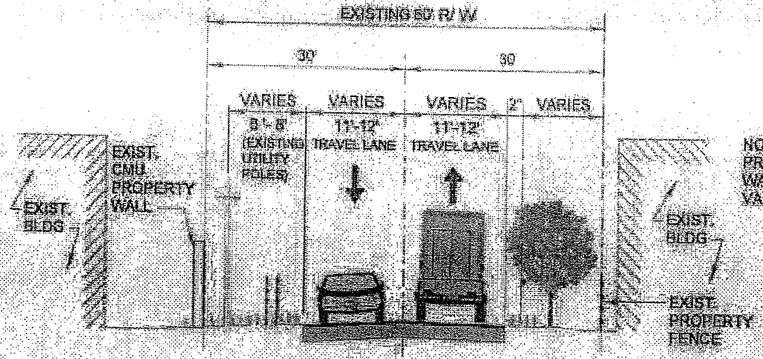
PROPERTY FENCE & BUILDING ON CANAL SIDE

CONSTRAINED SECTION

LANDSCAPING ON MIAMI CANAL SIDE

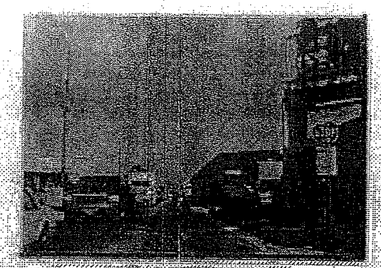


UNCONSTRAINED MIAMI CANAL SIDE

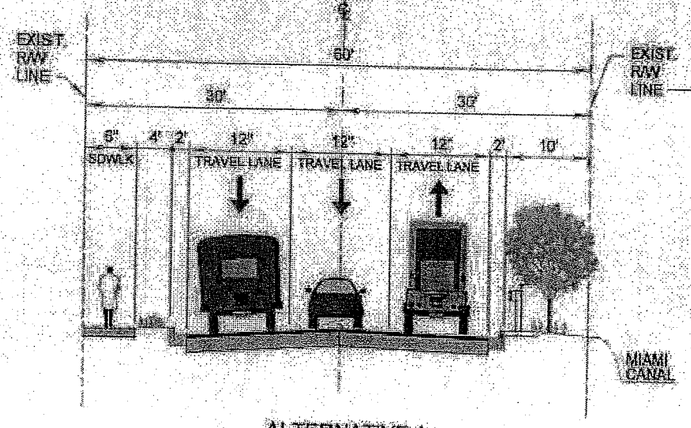


NOTE:
PRESENCE OF BUILDINGS, WALLS & LANDSCAPING VARIES ALONG THE CORRIDOR.

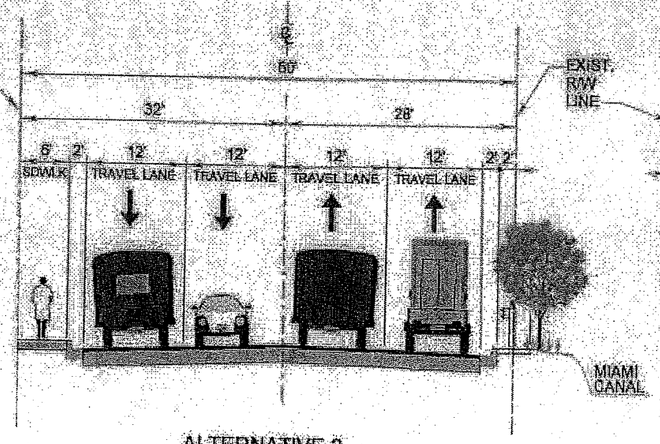
EXISTING TYPICAL SECTION



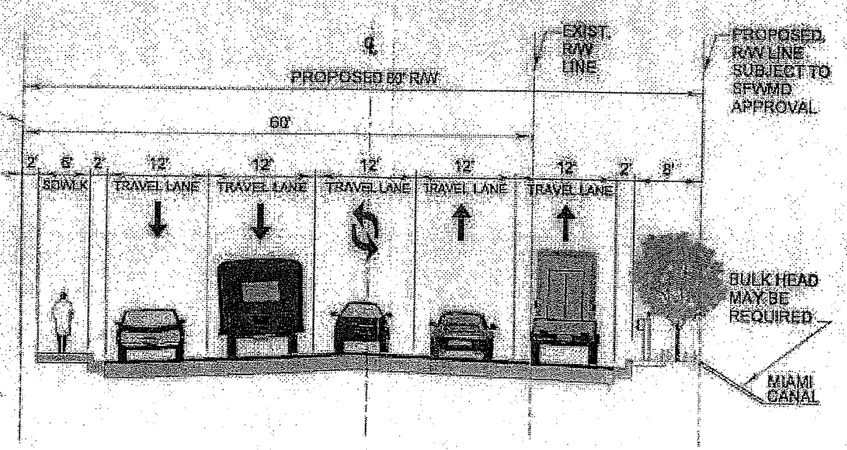
UTILITY, BUILDING & ADVERTISING SIGN IMPACTS



ALTERNATIVE 1
3 - LANE TYPICAL SECTION



ALTERNATIVE 2
4 - LANE TYPICAL SECTION



TYPICAL SECTIONS AT INTERSECTIONS

TOWN OF MEDLEY

TYPICAL SECTION ALTERNATIVE STUDY
N.W. SOUTH RIVER DRIVE - CORRIDOR STUDY

EXHIBIT 7

7.0 RECOMMENDATIONS

Medley is the industrial heart of Miami-Dade County. The importance of NW South River Drive to the Town of Medley and to Miami-Dade County cannot be overlooked. This report documents how severe the existing traffic situation along NW South River Drive currently is. The traffic analysis performed revealed that the majority of the corridor and major intersections would fail by 2008 should no improvements be undertaken. An analysis of the truck turning movements along the major intersections detailed the different operational problems that these larger tractor-trailor vehicles impose on the existing intersections. As a result, the LOS results do not fully convey the operational problems plaguing NW South River Drive. The close proximity of NW South River Drive to Okeechobee Road creates a situation that severely restricts the storage capacity for all bridge crossings over the Miami Canal. This was further confirmed during our study efforts with the results of an Intersection Delay Study performed on the corridor. The results indicated that the corridor is currently operating worse that what the traffic tables indicate and what the HCS can predict. Actual field conditions have shown that failure is already occurring in the corridor from the Palmetto Expressway to NW 105th Way. Therefore, it is reasonable to predict that this failure will extend further west and possibly impact the NW 116th Way intersection by 2008.

The provision of four lanes along NW South River Drive would dramatically increase the capacity and operation of the facility as well as of the intersections along the corridor. However, due to the right-of-way constraints along NW South River Drive and based on the availability of funding, a phasing plan for the implementation of improvements is recommended as follows.

- ✓ Phase I (2003): Synchronization of the signals along NW South River Dr. with the signals along Okeechobee Road
- ✓ Phase II (2008): 3-Lane NW South River Dr. from NW 105th Way to SR 826; Initial Intersection Improvements
- ✓ Phase III (2018): 3-Lane NW South River Dr. from NW 107th Ave. to NW 105th Way. 4-Lane NW South River Drive from NW 105th Way to SR 826
- ✓ Phase IV (2028): 4-Lane NW South River Dr. from NW 107th Avenue to NW 105th Way. Additional Intersection Improvements at NW 79th Ave.]

The three (3)-lane concept will benefit EB vehicles, by providing more capacity in what was observed to be the most critical travel direction along NW South River Drive. The provision of a three (3)-lane typical section would serve in improving the operation of the roadway and provide temporary relief prior to the ultimate solution being implemented.

The next step in the development of these alternatives should consist of an analysis of the possible alignments for the different typical sections. A Master Plan involving a corridor alignment evaluation should be undertaken. The following alignment issues should be addressed in this Master Plan:

- ✓ Further Intersection study for lane configurations and WB-50 design vehicle
- ✓ Develop existing Right-of-Way Map & cost of additional Right-of-Way. Address South Florida Water Management District's Right-of-Way limits.
- ✓ Investigate potential donation of Right-of-Way by businesses
- ✓ Utility Impacts & costs
- ✓ Drainage Impacts
- ✓ Safety Evaluation
- ✓ Access Management
- ✓ Pedestrian and Bicycle Facilities
- ✓ Environmental Impacts
- ✓ Traffic Control Plan (for least disruption to businesses and residences)
- ✓ Public Involvement
- ✓ Aesthetics and Landscaping

The Master Plan should also consider the planned developments in the Pennsuco area (the recently annexed portion of Medley) and in the proposed new annexation areas. The roadway network in these areas should be investigated to determine the impact that future developments will have on NW South River Drive. Given the plans for the Pennsuco area, it is recommended that the Master Plan study of NW South River Drive be expanded northwesterly from NW 107th Avenue to the new Town Limits.

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Appendix
(D)

1.0 Executive Summary

The construction of an elevated roadway over the Florida East Coast (FEC) railroad at NW 107th Avenue and NW 122nd Street is needed to reduce potential public safety hazards and to provide traffic solutions to the predicted increase in vehicular traffic in the Pennsuco area. The ultimate roadway configuration of NW 107th Avenue will be a 4-lane divided Minor Urban Arterial. NW 122nd Street's ultimate roadway configuration is a 3-lane undivided Urban Collector. These configurations are in accordance with the Town of Medley's Roadway Jurisdiction and Classification and Miami-Dade County's Long Range Plans. Any proposed elevated roadway alignment over the FEC railroad must meet the design alignment of these ultimate roadway configurations.

Two (2) Alternate Interim Roadway configurations are proposed for NW 107th Avenue, and one (1) Interim Roadway configuration is proposed for NW 122nd Street. These proposed Interim design concepts were developed using:

- Miami-Dade County Standards
- FDOT Manual of Uniform Minimum Standards for Design, Construction, & Maintenance for Streets & Highways
- AASHTO (2001)
- WB-50 design vehicle turning radii without lane encroachments
- American Railway Engineering and Maintenance-of-Way Association (AREMA)

The Alternate Interim A Roadway configuration proposes a bridge and approach ramp built along the east side of NW 107th Avenue. This concept allows 2-way traffic

on NW 107th Avenue during construction. However, the approach ramp would block several property owners' access on NW 107th Avenue.

The Alternate Interim B Roadway configuration proposes a bridge and approach ramp built in the middle of the Right-of-Way on NW 107th Avenue. This concept allows for one-way traffic on either side of the approach during most of the construction phase. Some properties on NW 107th Avenue may need to use alternate entrances to their properties on NW 128th Street. Other properties may require temporary access easements from neighboring lots during construction.

The Interim Roadway configuration for NW 122nd Street is a 2-lane approach ramp built within the existing Right-of-Way. This is the only Interim Roadway configuration which fits all the design criteria. A temporary road would need to be built on the north side of NW 122nd Street during the construction phase.

The **Total Construction Cost** for **Alternate Interim A and Interim NW 122nd Street** is **$4,110,000**. Design and Construction Administration costs are **$822,000**. The **Total Cost** for the **Alternate Interim A and Interim NW 122nd Street** is **$4,932,000**.

The **Total Construction Cost** for **Alternate Interim B and Interim NW 122nd Street** is **$4,162,000**. Design and Construction Administration costs are **$833,000**. The **Total Cost** for the **Alternate Interim B and Interim NW 122nd Street** is **$4,995,000**.

Although the total costs for **Alternate Interim B** is greater than **Alternate Interim A**, the least impact on properties is created with **Interim B**. **Interim B** is the

recommended conceptual design for the NW 107th Avenue / NW 122nd Bridge Over the FEC / Rinker Railroad.

2.0 Introduction

The Town of Medley is a triangularly shaped area of 2,646 acres (4.13 square miles) and is located between NW South River Drive and NW 74th Street with a western boundary at 117th Avenue in Miami-Dade County, Florida. The Town is mostly zoned for commercial, light industry, and industrial, with some residential areas. One industrial area, in the northern most part of the Town is located east of the Florida Turnpike, west of NW 107th Avenue, north of NW 122nd Street and south of the Okeechobee Canal. These 512 acres are comprised of what was at one time the city of Pennsuco (Section 30, Township 52 South, Range 40 East); Pennsuco is the name still used to describe this area. The Town of Medley annexed Pennsuco in May 2002. Pennsuco continues to grow with new industries providing vital jobs. This growth also brings additional traffic to the area that consists of trucks and tractor-trailers moving the local industries' products in and out of the area.

Pennsuco is divided roughly in half by the Florida East Cost (FEC) / Rinker Materials Railroad. The rail line runs diagonally from the southeast corner of the area northwesterly toward the Florida Turnpike, **(See Figure 1)**. The Pan American Business Park (PABP) lies within the southern half of Pennsuco. The area is approximately 250 acres, bounded by the FEC / Rinker railroad along the northeast, NW 122nd Street on the south, and the Florida Turnpike on the west.

2.1 Need for an Elevated Crossing

Access to PABP is limited to two (2) at-grade crossings of the FEC / Rinker Materials railroad. One crossing is at NW 138th Street and NW 115th Avenue. The

other crossing is at NW 107th Avenue and NW 122nd Street. At-grade crossings create a greater potential for vehicle / train accidents by increasing exposure of vehicular traffic to railroad traffic. The Federal Railroad Administration encourages railroads to reduce at-grade crossings for these safety reasons.

These potential safety hazards and traffic conditions are evident at the two (2) at-grade crossings in the PABP. First, several times a day and night Rinker must park its rail cars on this railroad as it prepares to move its loads out of their plant located west of the PABP and the Florida Turnpike. When these crossings are blocked, PABP is land locked. Because there is no alternate ingress / egress, blocking the crossings create a potential public safety hazard by not permitting emergency services to enter or evacuation of personnel from the Business Park. Second, vehicular traffic is predicted to increase through these at-grade crossings as the Business Park reaches maximum occupancy. Under these conditions, traffic will back up to Okeechobee Road when the crossings are blocked. The increase in vehicular traffic will increase the exposure to railroad traffic.

Therefore, an elevated crossing over the FEC railroad reduces the potential public safety hazards associated with at-grade crossings, and provides traffic solutions for the area's growing needs.

2.2 Purpose of Report

The purpose of this report is to provide the Pan American Companies with an evaluation of the conceptual crossing at NW 107th Avenue and NW 122nd Street consistent with the Town of Medley's Roadway Classifications dated October 2003, and Miami-Dade County's Long Range Plan for the NW 107th Avenue Corridor. In addition, the report will provide an Engineer's Opinion of Probable Cost to construct

$60,000. The difference between Total Costs to build Interim A and Interim B is **$72,000.**

9.0 Recommendation and Conclusion

Both Alternate Interim configurations meet all design criteria. **Table 2** below, is a **Decision Matrix** that outlines the significant differences between the Alternate Interim configurations.

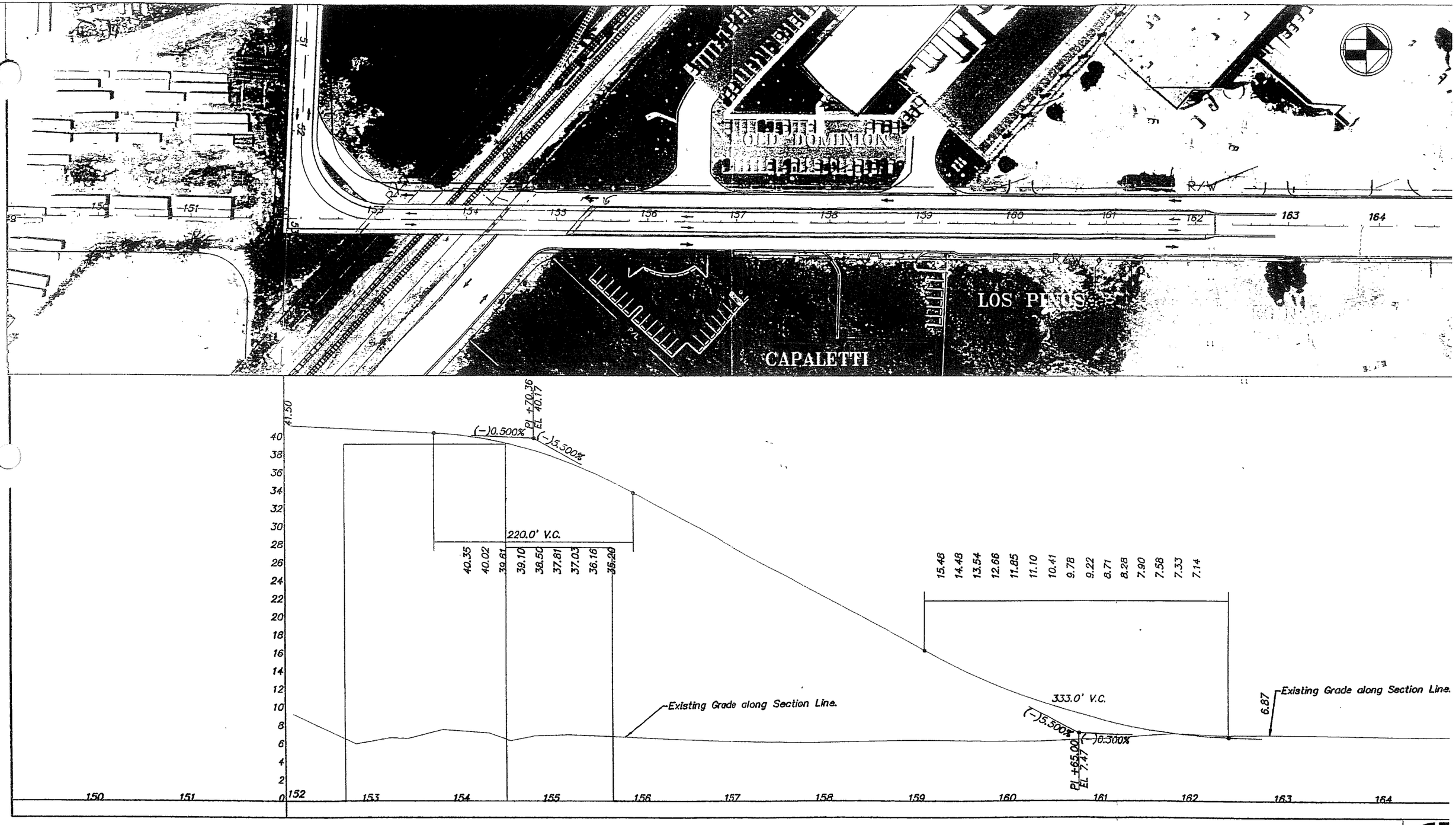
Table 2
DECISION MATRIX

	INTERIM A	INTERIM B
Access impact	Complete blocking of properties on east side of NW 107th Ave	Temporary blocking during portions of construction. Alternate entrances available for properties on west side of NW 107th Ave. Properties on east side of NW 107th Ave may need temporary entrance easements through neighboring lots.
Permanent easement	Needed on east side of NW 107th Ave	None
Construction easement	Needed on east side of NW 107th Ave, use permanent easement	5 ft on both sides of NW 107th Ave

The differences are in the impact on access to owners' properties on NW 107th Avenue and the easements necessary to complete construction. The greatest impact to access is created with Alternate Interim A on NW 107th Avenue. Property owners' access is completely blocked on NW 107th Avenue. Furthermore, having a 30-foot high retaining wall on a property line may affect the desirability of the property. Although there is temporary blocking of properties on the west side of NW 107th Avenue during construction, there are alternate entrances on NW 128th Street. Under Interim A, a permanent maintenance easement is required with the building of

the approach on the east side of NW 107th Avenue. Both Alternate Interim configurations require construction easements. However, in Interim A, the 10-foot easement on one side impacts the owners' use of their property during construction.

The difference in total costs between Interim A and Interim B is only **$72,000.** However the least impact on properties is created with Interim B. Interim B is the recommended conceptual design for the NW 107th Avenue / NW 122nd Bridge Over the FEC / Rinker Railroad.



INTERIM B PLAN AND PROFILE FOR NW 107TH AVE.

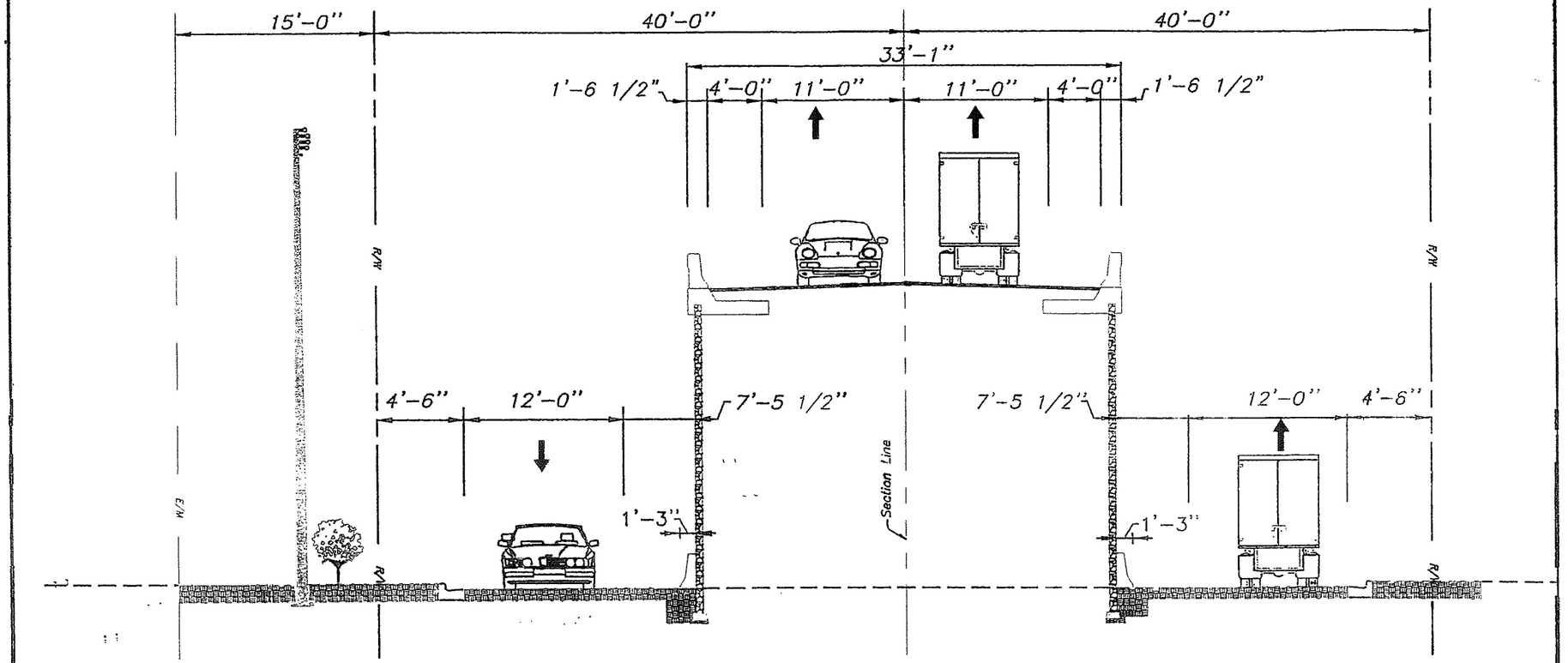
NW 107TH AVE./122ND ST. BRIDGE OVER THE FEC-RINKER RAILROAD CORRIDOR

SCALE: 1" = 100'

FIGURE 7A

CSTS PROJECT No.: 01627-001
DRAWING FILE: 01627_00001_0001

CORZ CASTEL CARBAL THOMP SALM



PROPOSED INTERIM (B) APPROACH TYPICAL SECTION
N.W. 107TH AVE. (LOOKING NORTH)
(N.T.S.)

NW 107TH AVE./122ND ST. BRIDGE OVER THE FEC-RINKER RAILROAD CORRIDOR

FIGURE 7B

CORZO CASTELLA CARBALLO THOMPSON SALMAN

Appendix
(E)

Exhibit 25-A Control Zones
Sheet 1 of 5

RESTRICTED LOCATIONS FOR ABOVE GROUND FIXED OBJECTS

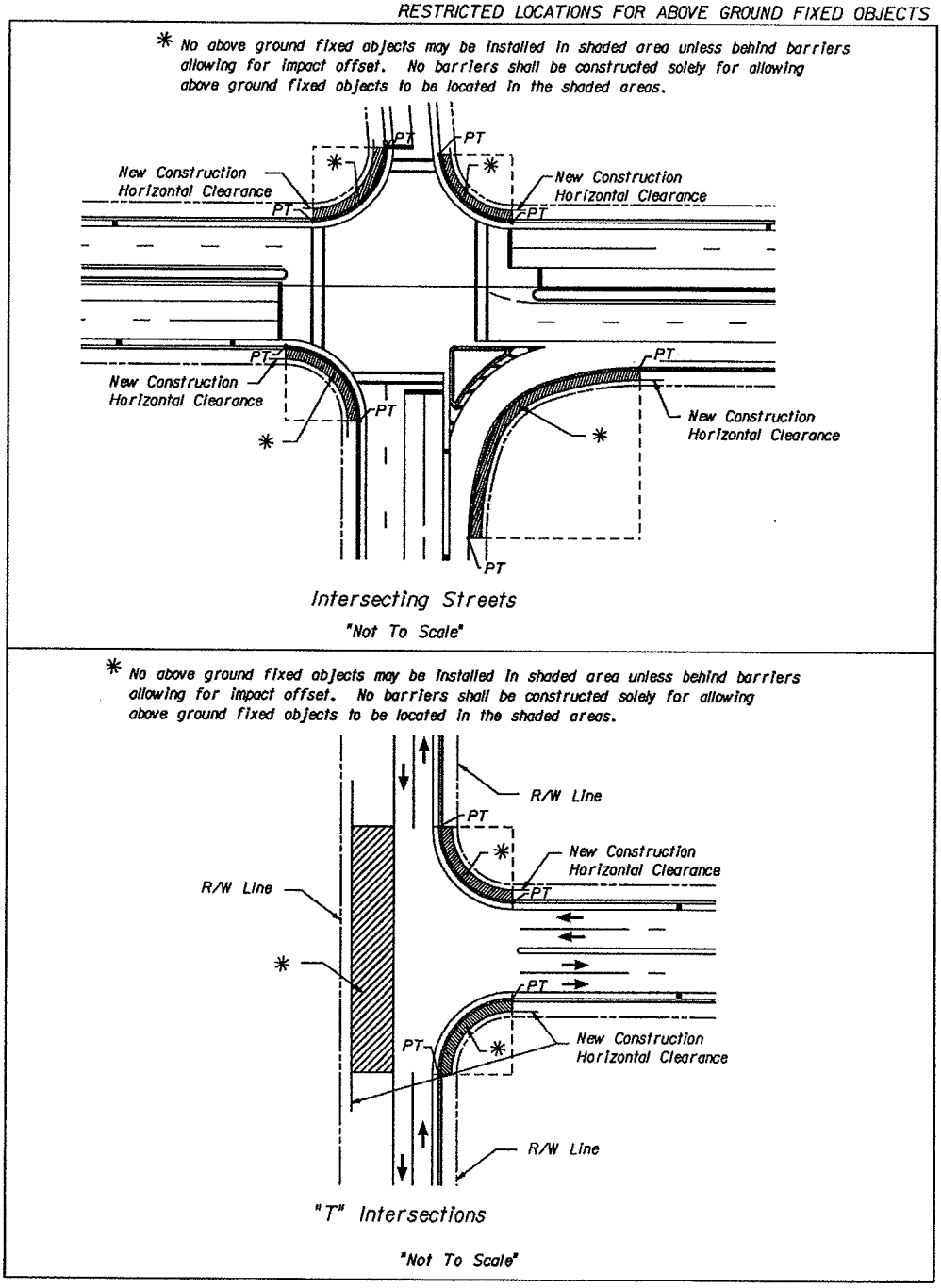


Exhibit 25-A Control Zones
Sheet 2 of 5

RESTRICTED LOCATIONS FOR ABOVE GROUND FIXED OBJECTS

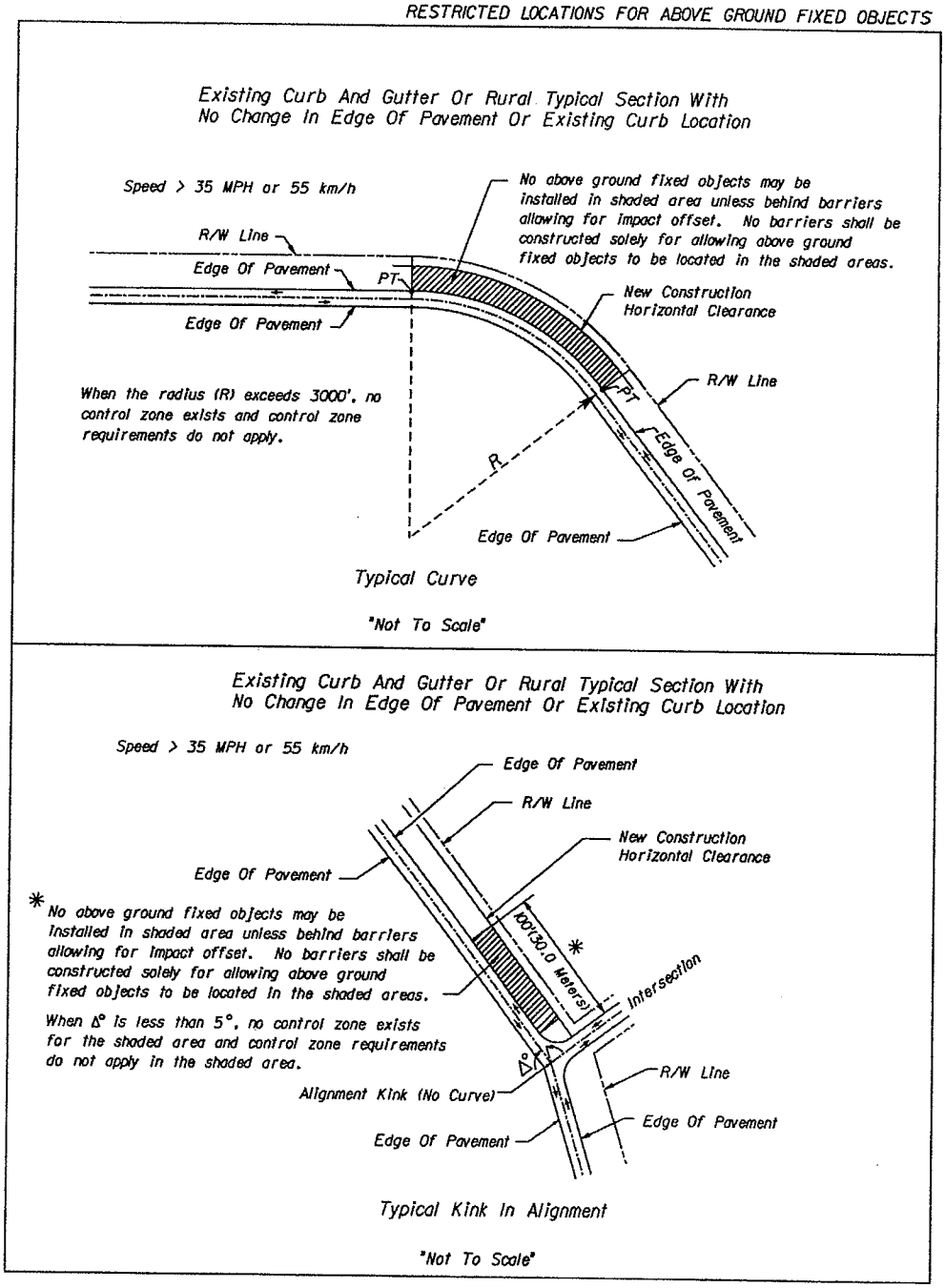


Exhibit 25-A Control Zones
Sheet 3 of 5

RESTRICTED LOCATIONS FOR ABOVE GROUND FIXED OBJECTS

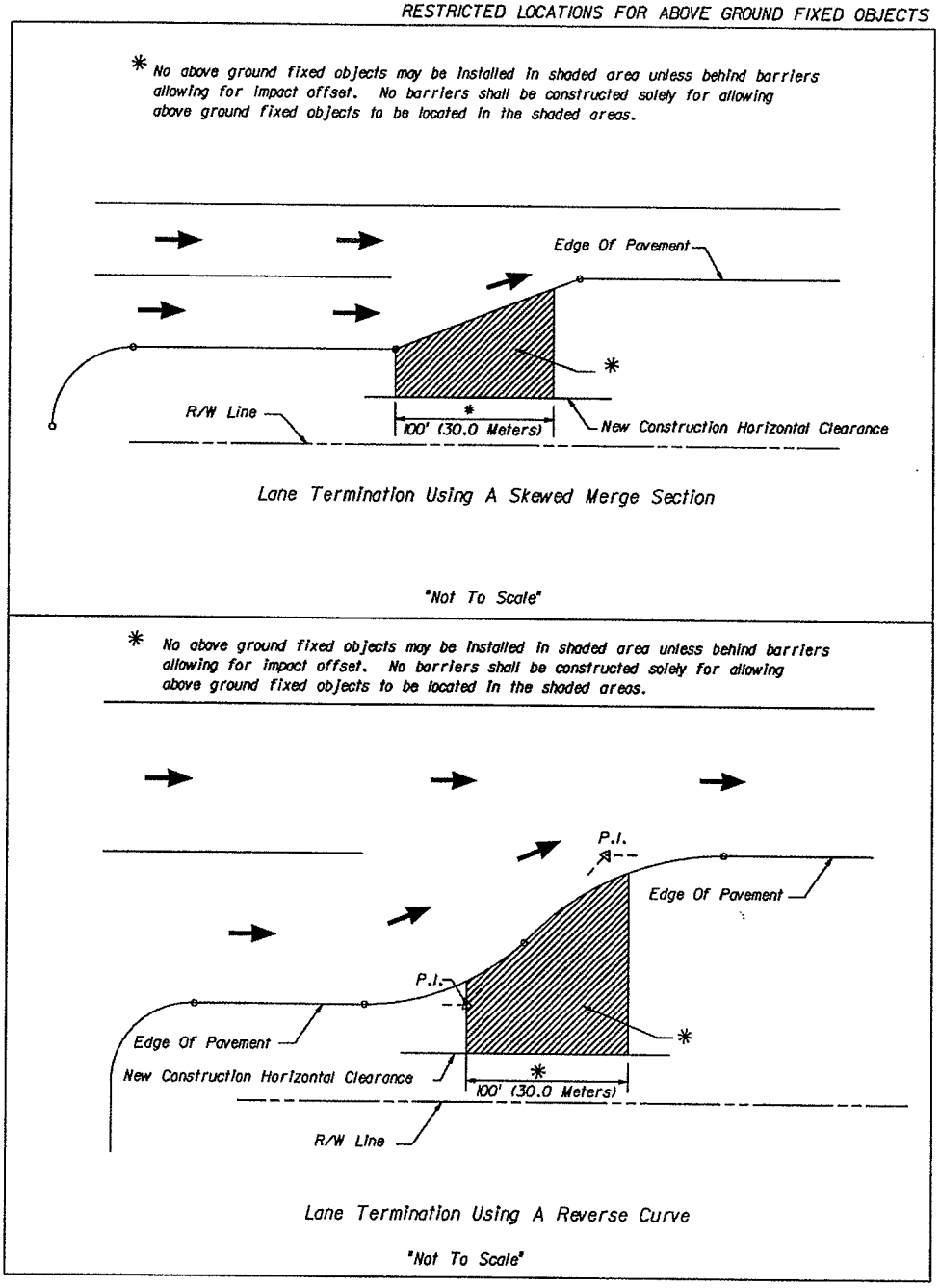


Exhibit 25-A Control Zones
Sheet 4 of 5

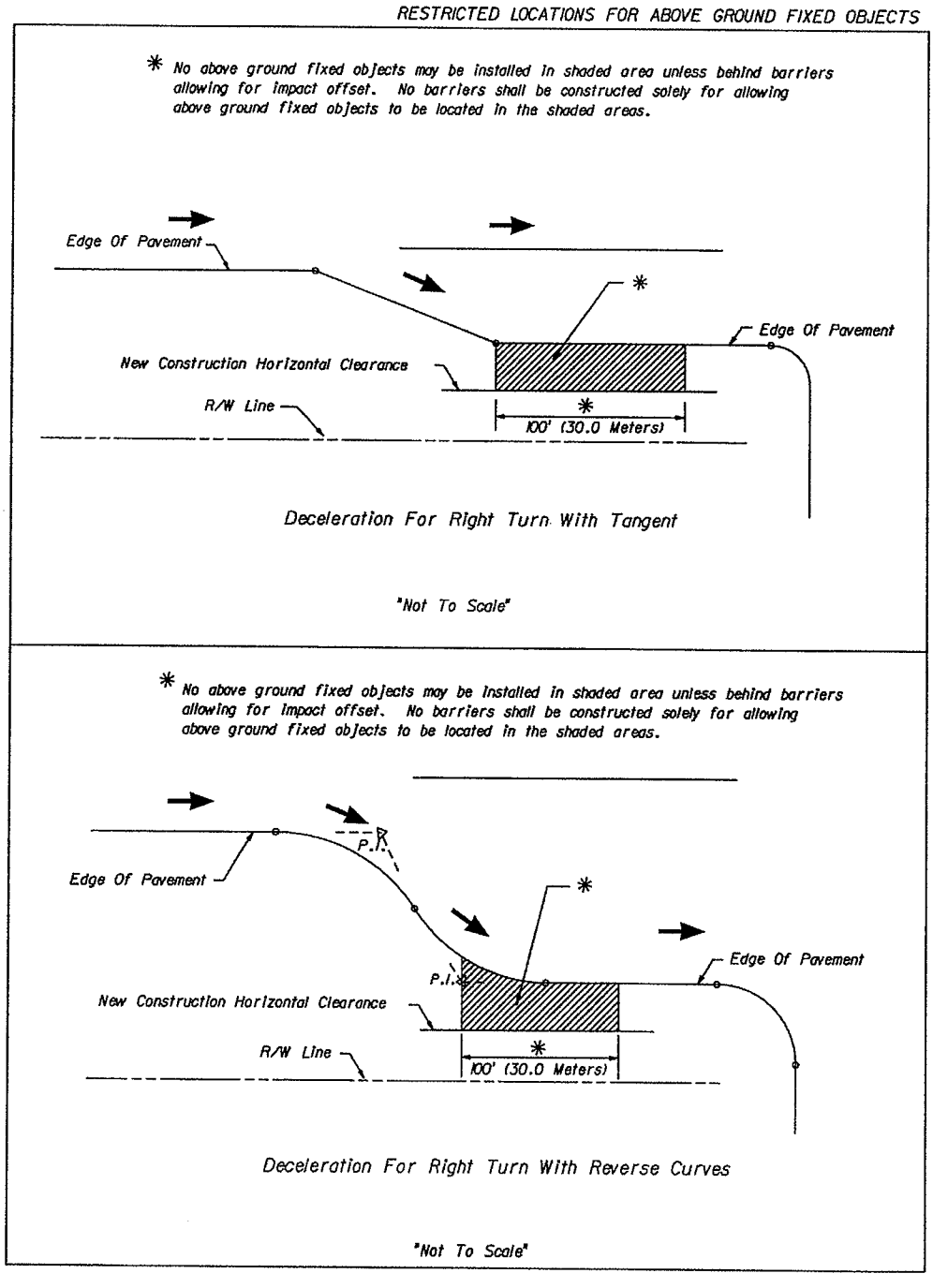
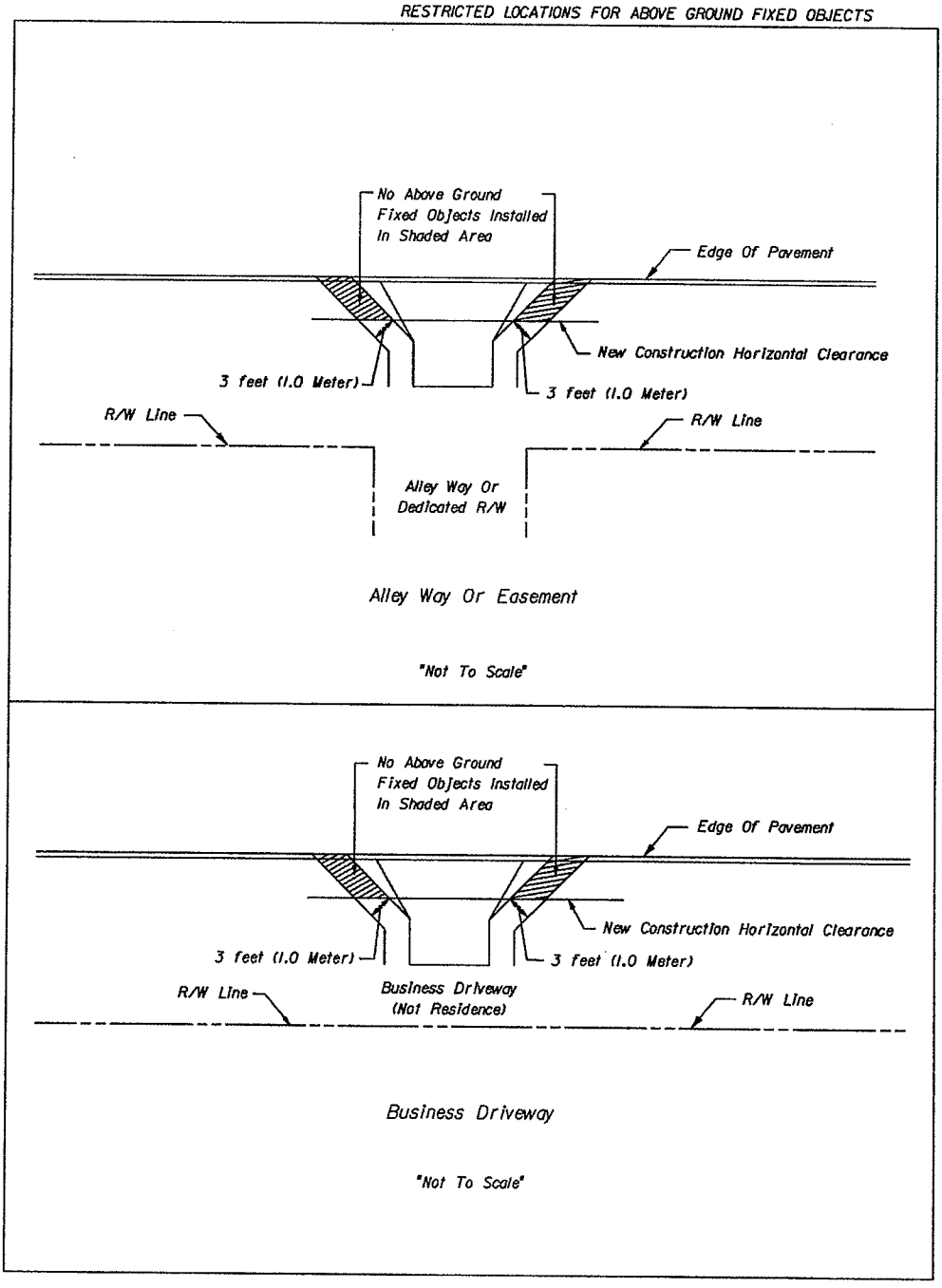


Exhibit 25-A Control Zones
Sheet 5 of 5



Appendix
(F)

COMPONENTS OF CONTRACT PLANS SET

ROADWAY PLANS
SIGNING & PAVEMENT MARKING PLANS
SIGNALIZATION PLANS

A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT

INDEX OF ROADWAY PLANS

GOVERNING STANDARDS AND SPECIFICATIONS:
FLORIDA DEPARTMENT OF TRANSPORTATION, DESIGN STANDARDS DATED JANUARY 2006, AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED 2004, AS AMENDED BY CONTRACT DOCUMENTS.

APPLICABLE DESIGN STANDARDS MODIFICATIONS: 01-01-2006

FOR DESIGN STANDARDS MODIFICATIONS CLICK ON "DESIGN STANDARDS" AT THE FOLLOWING WEB SITE: HTTP://WWW.DOT.STATE.FL.US/RDDESIGN/

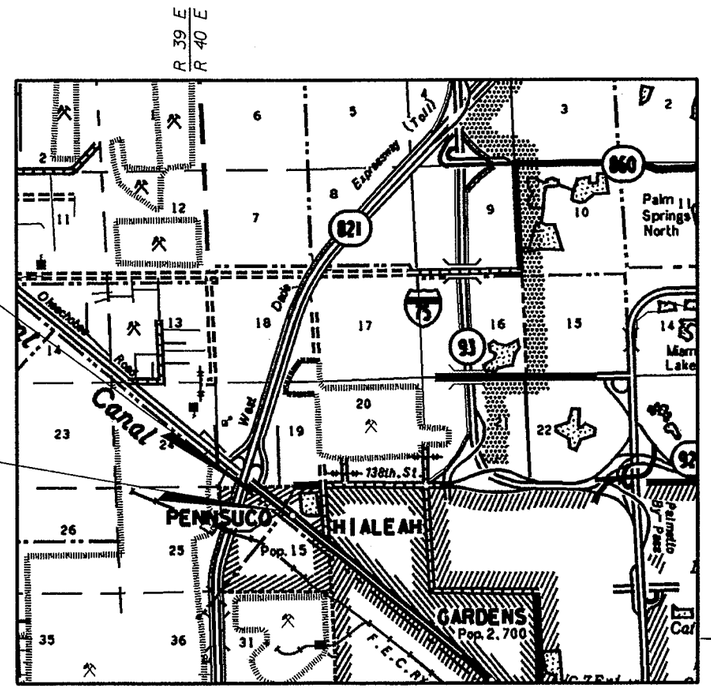
REVISIONS:

NOT FOR CONSTRUCTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

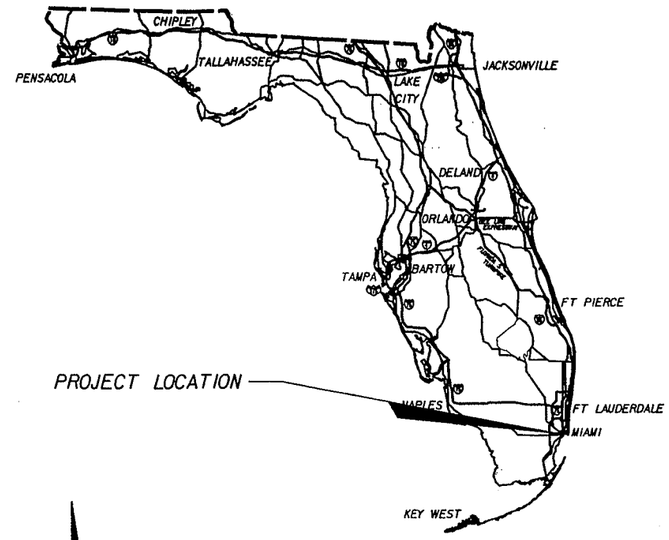
CONTRACT PLANS

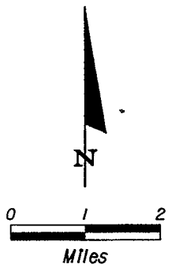
FINANCIAL PROJECT ID 416423-3-52-01
(FEDERAL FUNDS)
MIAMI-DADE COUNTY (87090)
STATE ROAD NO. 25 (OKEECHOBEE ROAD)
INTERSECTION OF
OKEECHOBEE ROAD & NW 138TH STREET



BEGIN PROJECT
STA. 413+00.00
COUNTY MP 5.472

END PROJECT
STA. 425+00.00
COUNTY MP 5.799





ROADWAY SHOP DRAWINGS TO BE SUBMITTED TO:

DAT T. HUYNH, P.E.
THE CORRADINO GROUP
5200 N.W. 33 AVENUE SUITE 203
FT. LAUDERDALE, FL. 33309
PHONE No. (954) 777-0044

PLANS PREPARED BY:

CORRADINO
5200 NW 33rd Ave., Ft. Lauderdale, Fl. 33309
Ph: (954) 777-0044 Fax: (954) 777-5157
Certificate Of Authorization No. 00007665
E.O.R. DAT HUYNH, P.E. No. 57486
VENDOR ID: 61-071-3040

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

PHASE III
90% SUBMITTAL

PROJECT LENGTH IS BASED ON ℄ OF CONSTRUCTION

LENGTH OF PROJECT		
	LINEAR FEET	MILES
ROADWAY	1,200	0.227
BRIDGES		
NET LENGTH OF PROJECT	1,200	0.227
EXCEPTIONS		
GROSS LENGTH OF PROJECT	1,200	0.227

FDOT PROJECT MANAGER: ANA T. ARVELO, P.E.

KEY SHEET REVISIONS		
DATE	BY	DESCRIPTION

ROADWAY PLANS
ENGINEER OF RECORD: DAT T. HUYNH, P.E.

P.E. NO.: 57486

FISCAL YEAR	SHEET NO.
07	1

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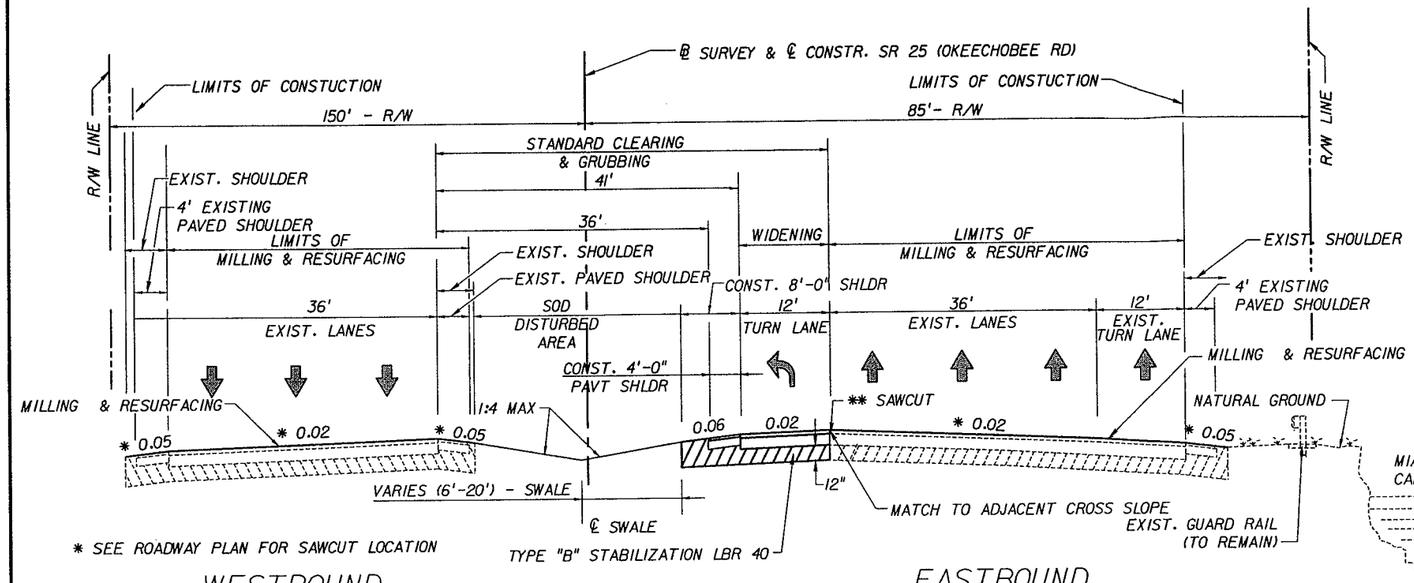


TYPICAL SECTION
SR 25 (OKEECHOBEE ROAD)
INTERSECTION WITH NW 138TH STREET
STA. 413+00.00 TO STA. 421+69.14
N.T.S.

WIDENING

OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC D) (1½")
TYPE SP STRUCTURAL COURSE (TRAFFIC D) (1½") (PG-76-22))
AND FRICTION COURSE FC-5 (3/4") (PG-76-22)

SHOULDER PAVEMENT

OPTIONAL BASE GROUP 4 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC D) (1½") (PG-76-22))
AND FRICTION COURSE FC-5 (3/4") (PG-76-22)

TRAFFIC DATA

CURRENT YEAR ESTIMATE = 2005 AADT = 26,000
OPENING YEAR ESTIMATE = 2007 AADT = 45,500
DESIGN YEAR ESTIMATE = 2027 AADT = 54,500
K = 8.79% D = 53.37% T = 23.77% (24 HOUR)
DESIGN HOUR T = 23.77%
DESIGN SPEED = 55 MPH

MILL & RESURFACE
SR 25 (OKEECHOBEE ROAD)
STA. 413+00.00 TO STA. 425+00.00
NW 138TH STREET (STA. 7+15.00 TO STA. 12+00.00)

MILLING

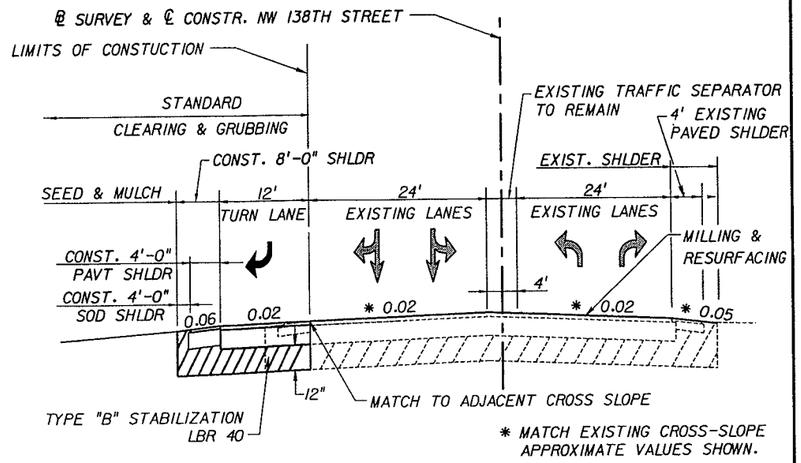
MILL EXISTING ASPHALT CONCRETE PAVEMENT (2¼" AVG. DEPTH)
MILL EXISTING ASPHALT SHOULDER PAVEMENT (1½" AVG. DEPTH)

RESURFACING

TYPE SP STRUCTURAL COURSE (TRAFFIC D (1½") (PG-76-22))
AND FRICTION COURSE FC-5 (3/4") (PG-76-22)

RESURFACING (SHOULDER PAVEMENT)

OPTIONAL BASE GROUP 1 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC D) (1½") (PG-76-22))
AND FRICTION COURSE FC-5 (3/4") (PG-76-22)



* MATCH EXISTING CROSS-SLOPE APPROXIMATE VALUES SHOWN.

** SEE ROADWAY PLAN FOR SAWCUT LOCATION

TYPICAL SECTION
NW 138TH STREET
STA. 10+55.54 TO STA. 11+90.49
N.T.S.

WIDENING

OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC D) (1½")
TYPE SP STRUCTURAL COURSE (TRAFFIC D) (1½") (PG-76-22))
AND FRICTION COURSE FC-5 (3/4") (PG-76-22)

SHOULDER PAVEMENT

OPTIONAL BASE GROUP 4 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC D) (1½") (PG-76-22))
AND FRICTION COURSE FC-5 (3/4") (PG-76-22)

* SEE ROADWAY PLAN FOR SAWCUT LOCATION

TYPICAL SECTION NOTES

1. EXISTING LIMEROCK BASE THAT IS REMOVED SHALL NOT BE USED IN THE CONSTRUCTION OF THE NEW BASE.
2. ACTUAL WIDTH OF BASE WIDENING MAY VARY DUE TO ACTUAL EXISTING PAVEMENT WIDTH. CONTRACTOR MAY ELECT TO PLACE UNIFORM WIDTH BASE WIDENING STRIP AT NO ADDITIONAL COST (SEE TYPICAL SHOULDER PAVEMENT DETAIL).
3. SPECIAL ATTENTION SHALL BE REQUIRED FOR THE PLACEMENT OF THE SOD STRIPS, MAINTAINING THE REQUIRED 1" DROP-OFF ADJACENT TO THE SHOULDER PAVEMENT.
4. CONTRACTOR SHALL BE REQUIRED TO SOD ALL AREAS DISTURBED DURING CONSTRUCTION.
5. HEIGHT OF FILL IS THE VERTICAL DISTANCE FROM EDGE OF THE OUTSIDE TRAVEL LANE TO TOE OF FRONT SLOPE.

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CORRADINO
5200 NW 33rd Ave., Ft. Lauderdale, Fl. 33309
Ph: (954) 777-0044 Fax: (954) 777-5157
Certificate Of Authorization No. 00007665
E.O.R. DAT HUYNH, P.E. No. 57486

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 25	MIAMI-DADE	416423-3-52-01

TYPICAL SECTIONS

SHEET NO. 3

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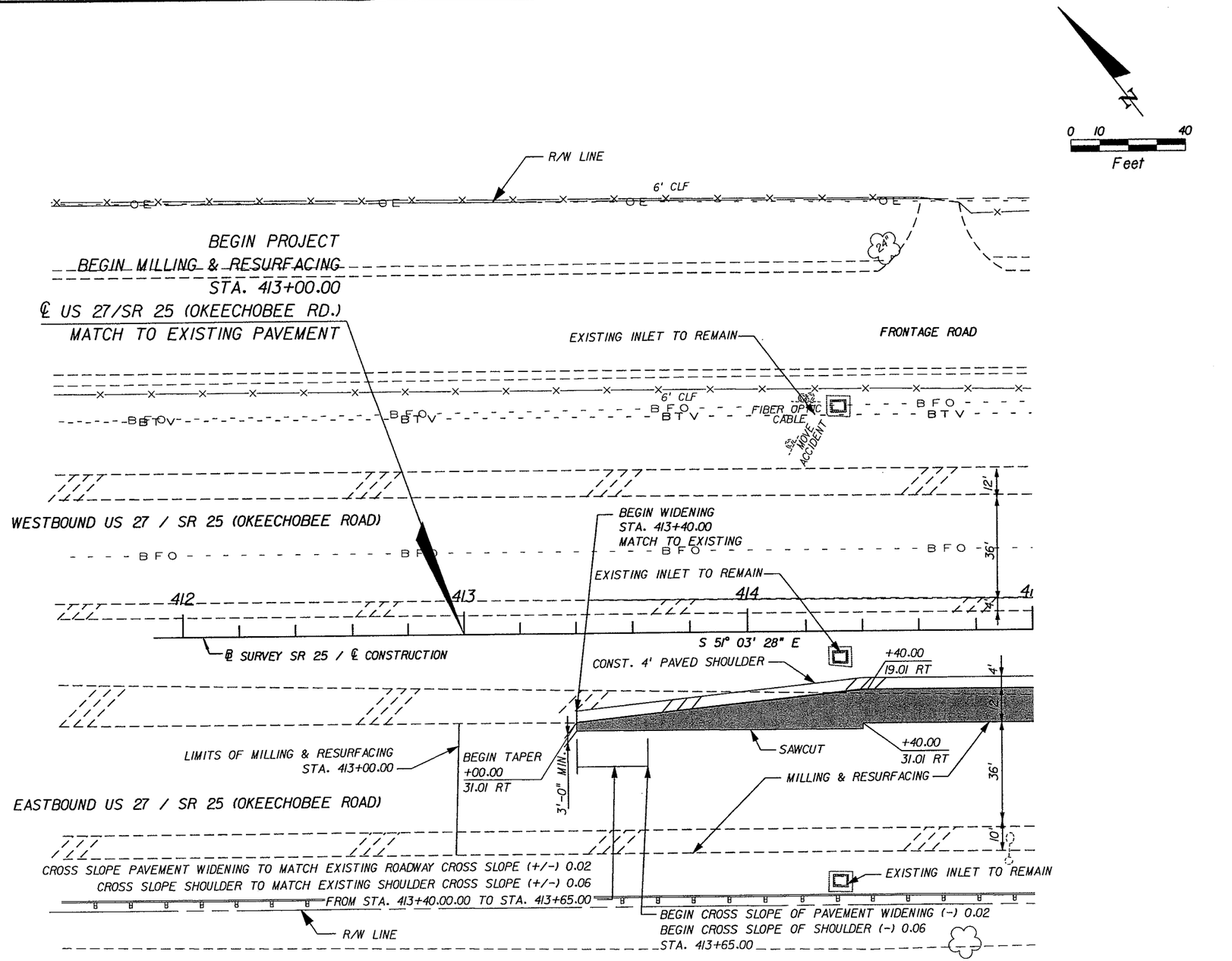

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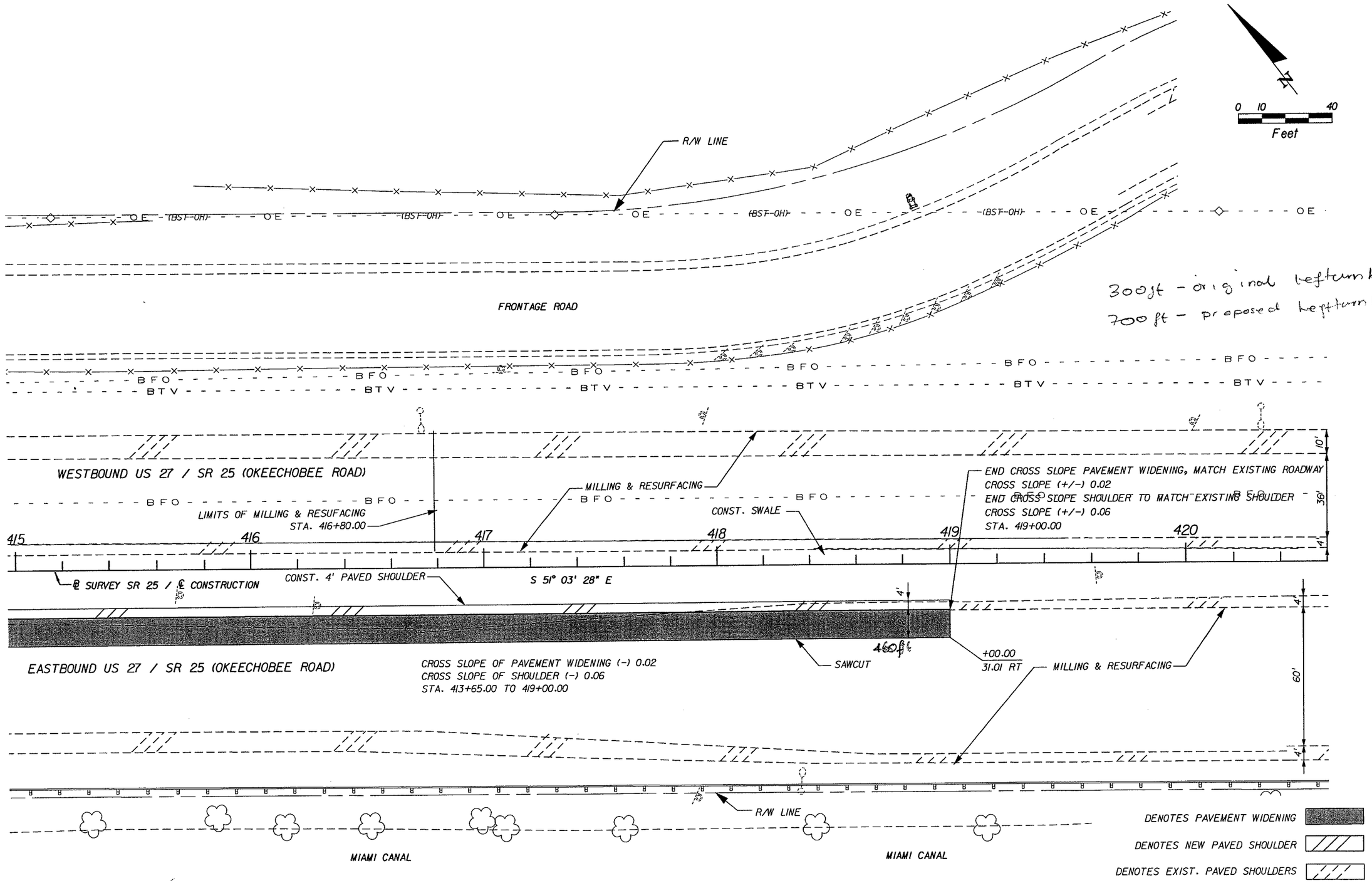
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 25	MIAMI-DADE	416423-3-52-01

ROADWAY PLAN

SHEET NO. 7



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S.R. 25	MIAMI-DADE	416423-3-52-01

ROADWAY PLAN

SHEET NO. 8

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LIMITS OF MILLING & RESUFACING
+19.59
99.26 LT
MATCH TO EXIST. SHOULDER
11+90.49, 97.67 RT (N.W. 138TH ST)
CONST. 4' PAVED SHOULDER
EXIST. CONCRETE TRAFFIC SEPARATOR TO REMAIN
EXIST. MAST ARM
(REMOVE & DELIVER TO MDCPW)
PROP. MAST ARM
STA. 421+45.00, 69.71 LT
MATCH TO EXIST. SHOULDER
421+39.14, 55.36 LT
10+55.54, 98.35 RT (N.W. 138TH ST)
3'-0" MIN.
SAWCUT
60' R
+29.92
38.19 LT
+14.71
38.34 LT
SELECTIVE CLEARING & GRUBBING
+20.76
MILLING & RESURFACING
N.W. 138TH STREET
12
11
10
9
24'
24'
LIMITS OF MILLING & RESUFACING
+21.93
81.11 LT
LIMITS OF MILLING & RESUFACING
R/W LINE
FRONTAGE ROAD
N
0 10 40
Feet
END PROJECT
END MILLING & RESURFACING
STA. 425+00.00
℄ US 27/SR 25 (OKEECHOBEE RD.)
MATCH TO EXISTING PAVEMENT
LIMITS OF MILLING & RESUFACING
WESTBOUND US 27 / SR 25 (OKEECHOBEE ROAD)
MILLING & RESURFACING
60'
4'
S 51° 03' 28" E
℄ SURVEY SR 25 / ℄ CONSTRUCTION
4'
LIMITS OF MILLING & RESUFACING
36'
EASTBOUND US 27 / SR 25 (OKEECHOBEE ROAD)
10'
700 ft
MILLING & RESURFACING
60'
4'
4'
℄ US 27 / SR 25 (OKEECHOBEE ROAD)
STA. 422+37.45
℄ NW 138 STREET
STA. 10+00.00
EXIST. MAST ARMS TO BE ADJUSTED
R/W LINE
FOR LIMITS OF MILLING & RESUFACING
SEE SPECIAL DETAIL SHEET
421
422
423
424
425
426
(BST-OH)
OE
BFO
BTV
BT
DENOTES PAVEMENT WIDENING
DENOTES NEW PAVED SHOULDER
DENOTES EXIST. PAVED SHOULDERS

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 25	MIAMI-DADE	416423-3-52-01

ROADWAY PLAN

SHEET NO. 9

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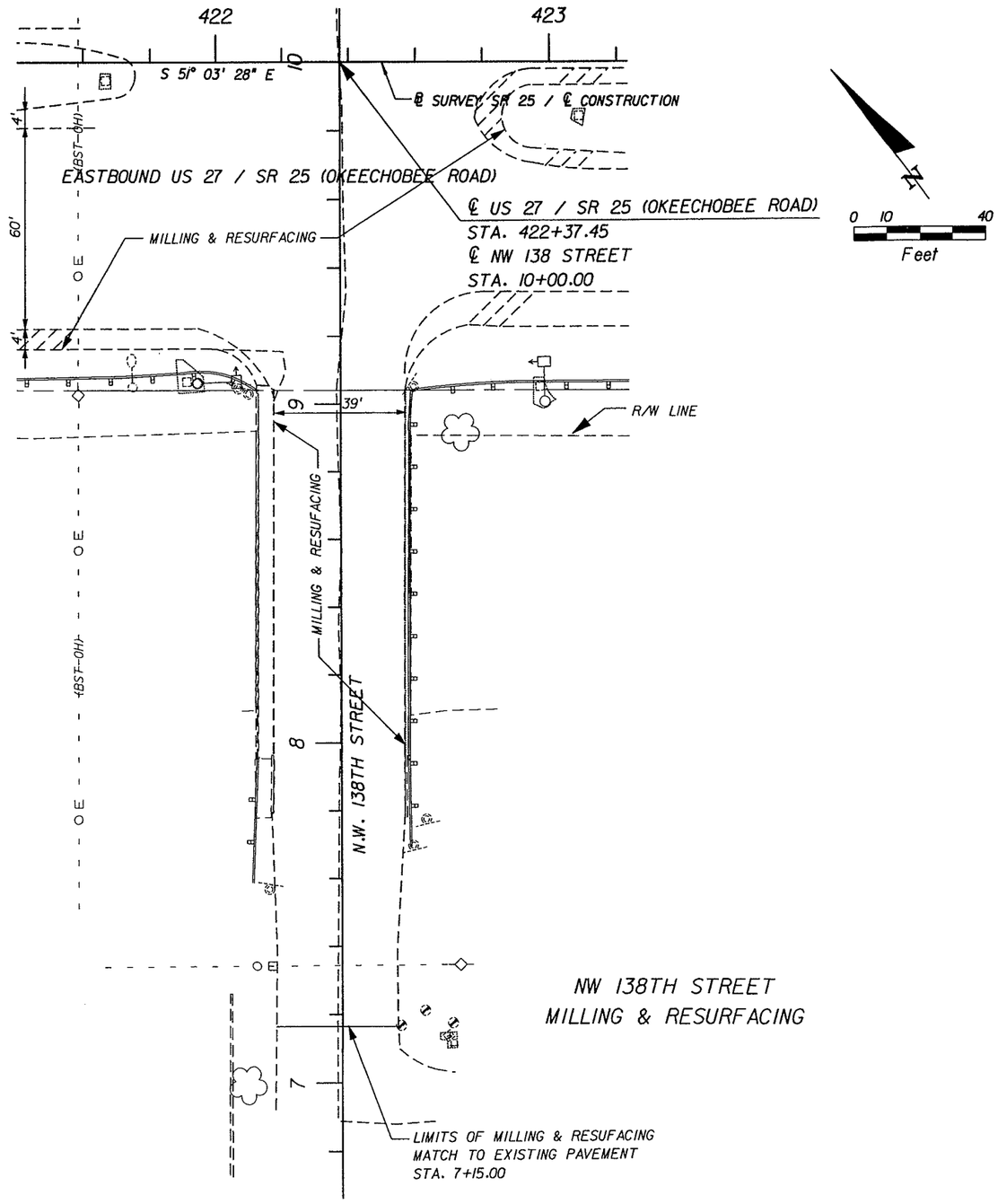

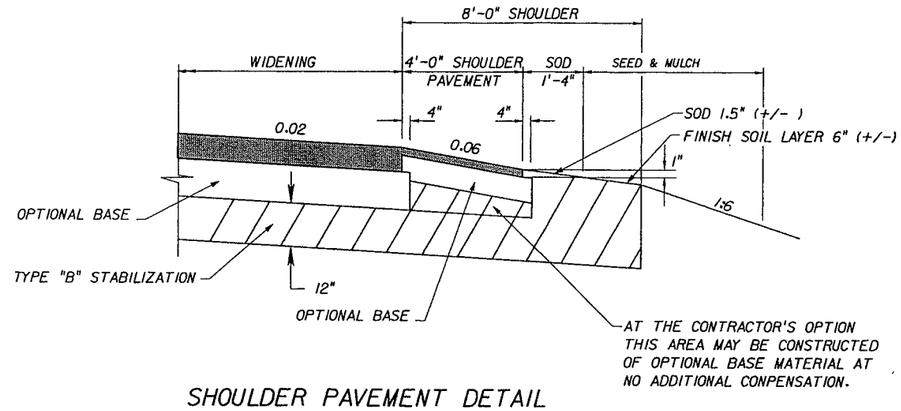

SHOULDER PAVEMENT DETAIL

N.T.S.

REVISIONS					
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 25	MIAMI-DADE	416423-3-52-01

SPECIAL DETAILS SHEET

SHEET NO. 10

LIMITS OF MILLING & RESUFACING
+19.59
99.26 LT
BELL
MATCH TO EXIST. SHOULDER
11+90.49, 97.67 RT (N.W. 138TH ST)
+20.76
LIMITS OF MILLING & RESUFACING
+21.93
81.11 LT
R/W LINE
LIMITS OF MILLING & RESUFACING
MILLING & RESURFACING
SAWCUT
CONST. 4' PAVED SHOULDER
60' R
+29.92
38.19 LT
N.W. 138TH STREET
FRONTAGE ROAD
EXIST. CONCRETE TRAFFIC SEPARATOR
TO REMAIN
24'
24'
EXIST. MAST ARM
(REMOVE & DELIVER TO MDCPW)
+14.71
39.34 LT
PROP. MAST ARM
STA. 421+45.00, 69.71 LT
80' R
MATCH TO EXIST. SHOULDER
421+39.14, 55.36 LT
10+55.54, 98.35 RT (N.W. 138TH ST)
SELECTIVE CLEARING & GRUBBING
3'-0" MIN.
END PROJECT
END MILLING & RESURFACING
STA. 425+00.00
℄ US 27/SR 25 (OKEECHOBEE RD.)
MATCH TO EXISTING PAVEMENT
LIMITS OF MILLING & RESUFACING
WESTBOUND US 27 / SR 25 (OKEECHOBEE ROAD)
MILLING & RESURFACING
S 51° 03' 28" E
℄ SURVEY SR 25 / ℄ CONSTRUCTION
LIMITS OF MILLING & RESUFACING
EASTBOUND US 27 / SR 25 (OKEECHOBEE ROAD)
MILLING & RESURFACING
℄ US 27 / SR 25 (OKEECHOBEE ROAD)
STA. 422+37.45
℄ NW 138 STREET
STA. 10+00.00
EXIST. MAST ARMS
TO BE ADJUSTED
R/W LINE
FOR LIMITS OF MILLING & RESUFACING
SEE SPECIAL DETAIL SHEET
421
422
423
424
425
426
0 10 40
Feet
DENOTES PAVEMENT WIDENING
DENOTES NEW PAVED SHOULDER
DENOTES EXIST. PAVED SHOULDERS

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STATE OF FLORIDA
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 25	MIAMI-DADE	416423-3-52-01

ROADWAY PLAN

SHEET NO. 9

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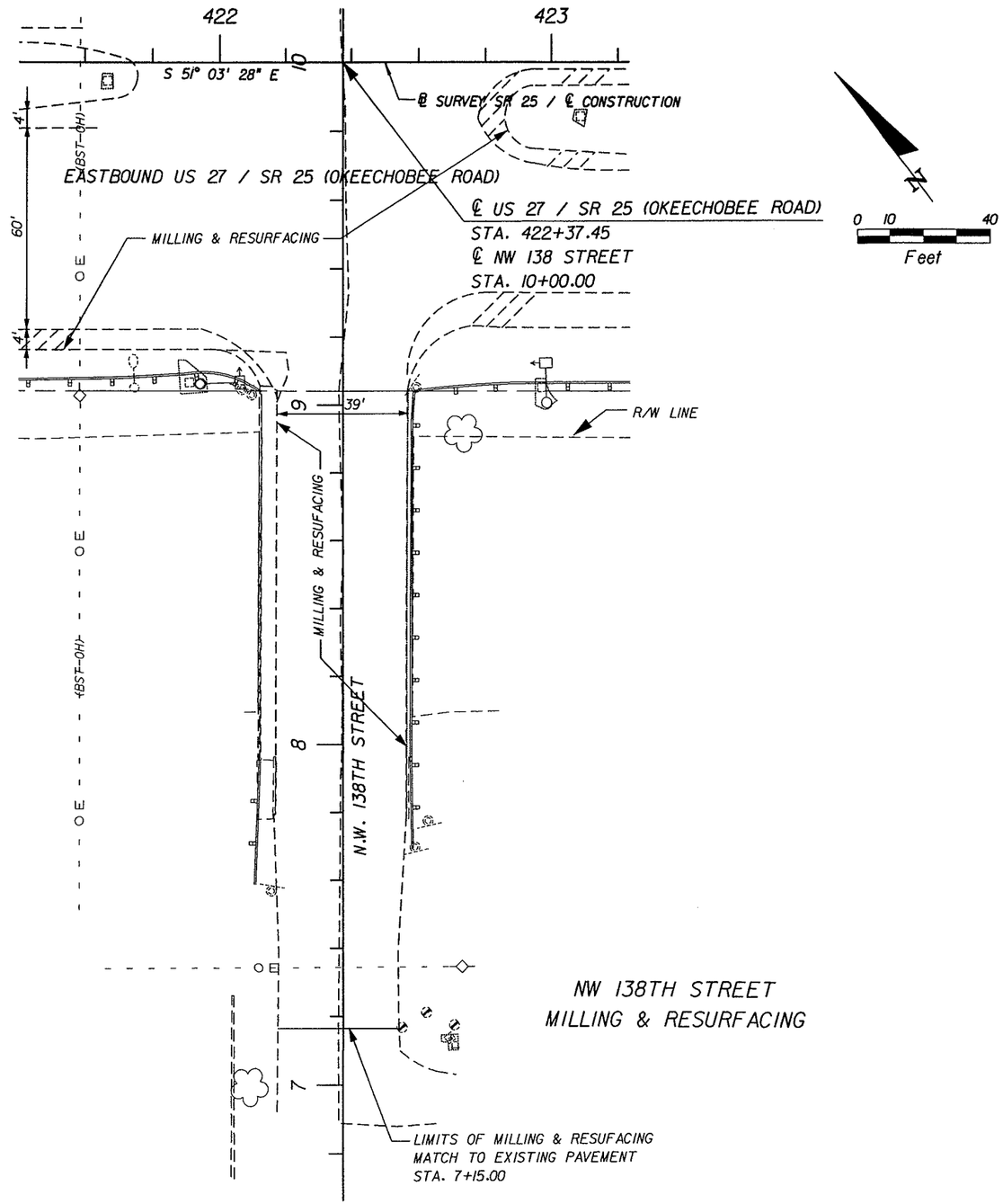

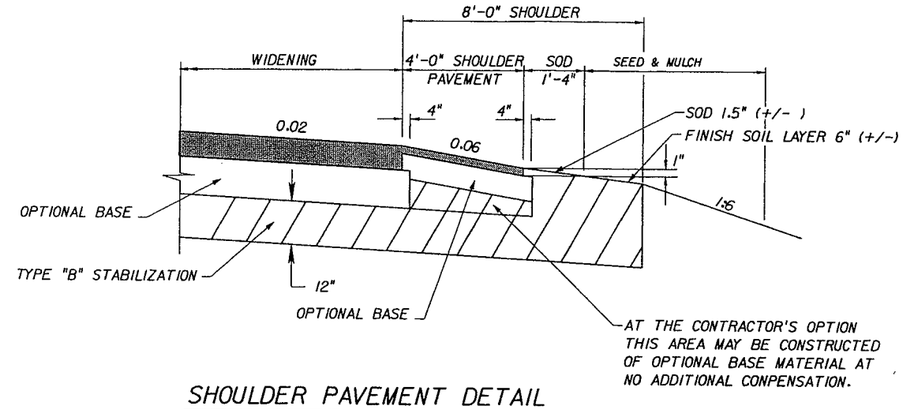

SHOULDER PAVEMENT DETAIL

N.T.S.

REVISIONS					
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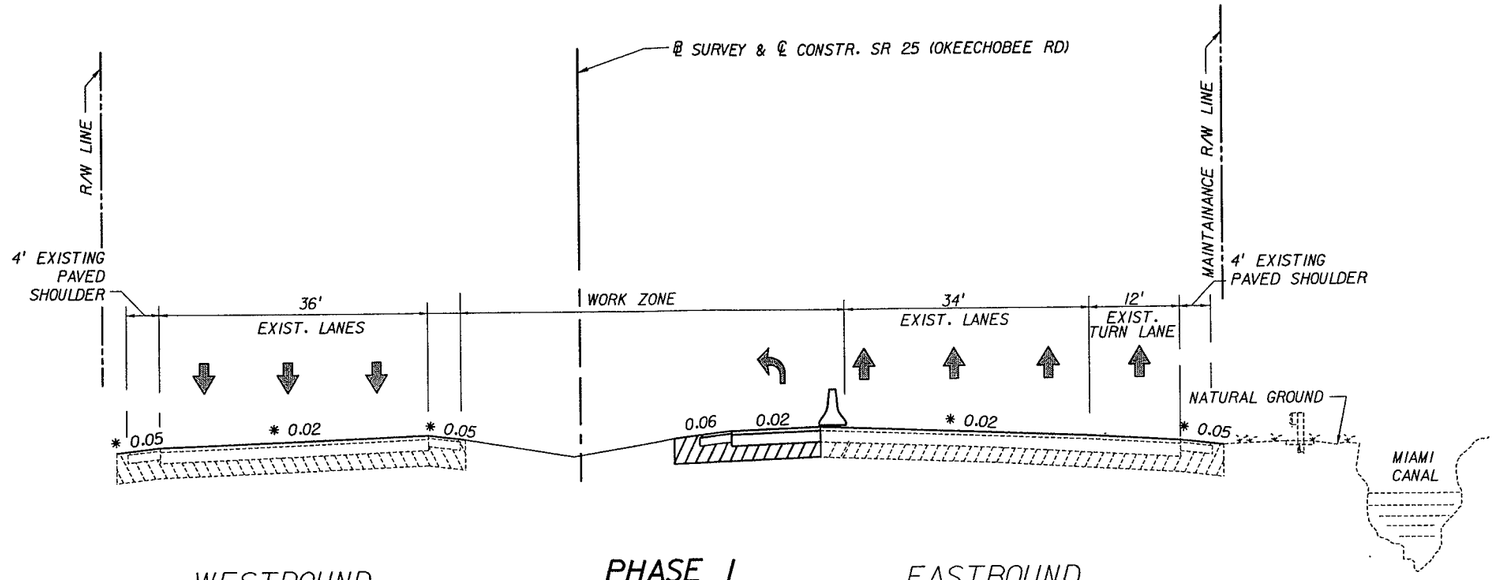
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 25	MIAMI-DADE	416423-3-52-01

SPECIAL DETAILS SHEET

SHEET NO. 10



WESTBOUND EASTBOUND

PHASE I
SR 25 (OKEECHOBEE ROAD)
INTERSECTION WITH NW 138TH STREET
STA. 413+00.00 TO STA. 419+00.00
N.T.S.

PHASE I CONSTRUCTION SEQUENCE

1. PLACE TEMPORARY BARRIER WALL, TEMPORARY PAVEMENT MARKINGS AND SIGNS, AND SHIFT TRAFFIC AS SHOWN IN PHASE I TYPICAL SECTION. THE STRIPING AND SIGNING SHALL BE AS PER INDEX 623. EXISTING PAVEMENT MARKINGS THAT ARE IN CONFLICT SHALL BE REMOVED.
2. EXCAVATE AND WIDEN ROAD TO CONSTRUCT TURN LANE AS SHOWN IN PHASE I TYPICAL SECTION.
3. BACKFILL AND CONSTRUCT NEW ROADWAY TO TOP OF STRUCTURAL COURSE.
4. INSTALL NEW SIGNALS EQUIPMENT
5. USING INDEX 627:
6. CONSTRUCT MILLING & RESURFACING
7. CONSTRUCT REMAINING FRICTION COURSE.
8. PLACE ALL PERMANENT PAVEMENT MARKINGS AND COMPLETE CONSTRUCTION.
9. OPEN ALL LANES TO TRAFFIC.

PUBLIC INFORMATION SIGN

THE COST OF FURNISHING & INSTALLING THE SIGN SHALL BE INCLUDED UNDER PAY ITEM NO. 102-1-MAINTENANCE OF TRAFFIC.

SYMBOLS:
TEMPORARY BARRIER WALL (WITH STEADY BURNING LIGHT AT NIGHT ONLY).

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 25	MIAMI-DADE	416423-3-52-01

TRAFFIC CONTROL PLANS

SHEET NO. 16

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R1-1 24"X24" STA. 11+75.92 700-40-2

STOP

STOP

REMOVE 700-46-11

6" DOUBLE YELLOW

MATCH TO EXIST. PAVEMENT MARKINGS STA. 11+90.49

+90.5 99.27 LT

24" WHITE

+84.1 70.79 LT

6" WHITE

+69.5

R3-8A MOD. 48"X30" STA. 11+ 700-40-2

ONLY

M6-1L 24"X12" M1-4 24"X24" M3-3 24"X12"

M6-1R 24"X12" M1-4 24"X24" M3-1 24"X12"

STA. 11+17.43 700-40-2

27 27 NORTH SOUTH

REMOVE 700-46-11

27 27 NORTH SOUTH

60' R

+64.3

+88.3

6" WHITE W/BI-DIRECTIONAL WHITE/RED RPM'S AT 20.0' (TYP.)

6" WHITE

24" WHITE

8" WHITE W/BI-DIRECTIONAL WHITE/RED RPM'S AT 10.0' (TYP.)

+38.5

18" WHITE (TYP.)

6" WHITE (10'-30' SKIP) W/BI-DIRECTIONAL WHITE/RED RPM'S AT 40.0' (TYP.)

12' 12' 12' 12' 12' 12'

421

6" YELLOW

+66.3 9.93 LT

15' R

422

+65.5 19.01 RT

FOR RPMS DETAIL SEE SIGNING & PAVEMENT MARKING DETAILS

24" WHITE

+92.5

6" WHITE W/BI-DIRECTIONAL WHITE/RED RPM'S AT 20.0' (TYP.)

+94.4 78.62 RT

6" WHITE

+67.5 78.82 RT

R/W LINE

MIAMI CANAL

+14.5

+20.2

+60.6

+23.0

12

10

6

6" DOUBLE YELLOW W/BI-DIRECTIONAL YELLOW RPM'S AT 10.0' (TYP.)

18" YELLOW (TYP.)

+24.2 72.50 RT

STOP TO REMAIN

+87.0 4.47 RT 24" WHITE

6" DOUBLE YELLOW

+85.6

+70.2 4.31 RT

24" WHITE

R/W LINE

FRONTAGE ROAD

N

0 10 40 Feet

RI-1 24"X24" STA. 11+66.70 68.8 RT 700-40-2

STOP

6" WHITE (10'-30' SKIP) W/BI-DIRECTIONAL WHITE/RED RPM'S AT 40.0' (TYP.)

6" WHITE (10'-30' SKIP) W/BI-DIRECTIONAL WHITE/RED RPM'S AT 40.0' (TYP.)

EXISTING PAVEMENT MARKINGS TO REMAIN

END PROJECT

END SIGNING & PAVEMENT MARKINGS

STA. 425+00.00

℄ US 27/SR 25 (OKEECHOBEE RD.)

MATCH TO EXISTING PAVEMENT MARKINGS

24" WHITE

RI-2 24"X24"X24" STA. 10+85.00 61.7 RT 700-40-2

YIELD

8" WHITE W/BI-DIRECTIONAL WHITE/RED RPM'S AT 10.0' (TYP.)

18" WHITE (TYP.)

+09.4

+75.9

+53.9

N.W. 138TH STREET

+68.2

24" WHITE

+46.0 56.43 RT

6" WHITE W/BI-DIRECTIONAL WHITE/RED RPM'S AT 20.0' (TYP.)

MATCH TO EXIST. PAVEMENT MARKINGS

WESTBOUND US 27 / SR 25 (OKEECHOBEE RD)

12' 12' 12' 12' 12' 12'

6" WHITE (10'-30' SKIP) W/BI-DIRECTIONAL WHITE/RED RPM'S AT 40.0' (TYP.)

423

+27.7 +68.9

424

425

426

6" YELLOW (2'-4' SKIP)

15' R

+94.1 1.04 RT

+94.1 31.03 RT

S 51° 03' 28" E

℄ SURVEY SR 25 / ℄ CONSTRUCTION

6" YELLOW

MATCH TO EXIST. PAVEMENT MARKINGS

℄ US 27 / SR 25 (OKEECHOBEE ROAD) STA. 422+37.45

℄ NW 138 STREET STA. 10+00.00

12' 12' 12' 12' 12' 12'

6" WHITE (10'-30' SKIP) W/BI-DIRECTIONAL WHITE/RED RPM'S AT 40.0' (TYP.)

EASTBOUND US 27 / SR 25 (OKEECHOBEE RD)

6" WHITE

+80.5 66.99 RT

+56.5 91.00 RT

FOR SIGNING & PAVEMENT MARKINGS SEE SIGNING & PAVEMENT MARKING SHEET NO. S-7

MIAMI CANAL

27 SOUTH TO REMAIN

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CORRADINO
5200 NW 33rd Ave., Ft. Lauderdale, Fl. 33309
Ph : (954) 777-0044 Fax : (954) 777-5157
Certificate Of Authorization No. 00007665
E.O.R. DAT HUYNH, P.E. No. 57486

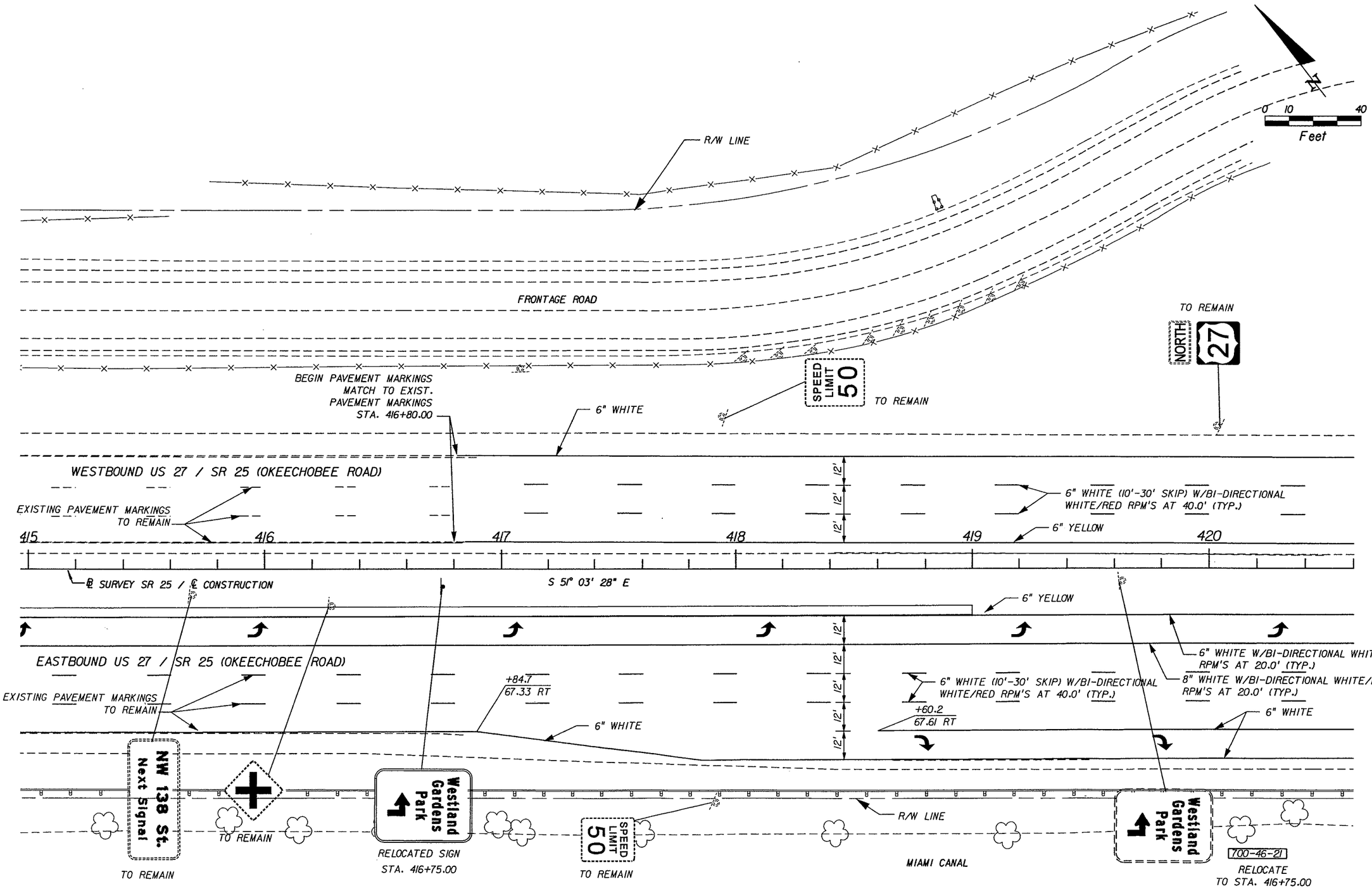
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 25	MIAMI-DADE	416423-3-52-01

SIGNING & PAVEMENT MARKINGS

SHEET NO. S-6

$USER$ 11/21/2005 2:55:18 PM J:\3355_03\416423\signing\plansp03.dgn



NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 25	MIAMI-DADE	416423-3-52-01

SIGNING & PAVEMENT MARKINGS

SHEET NO. S-5

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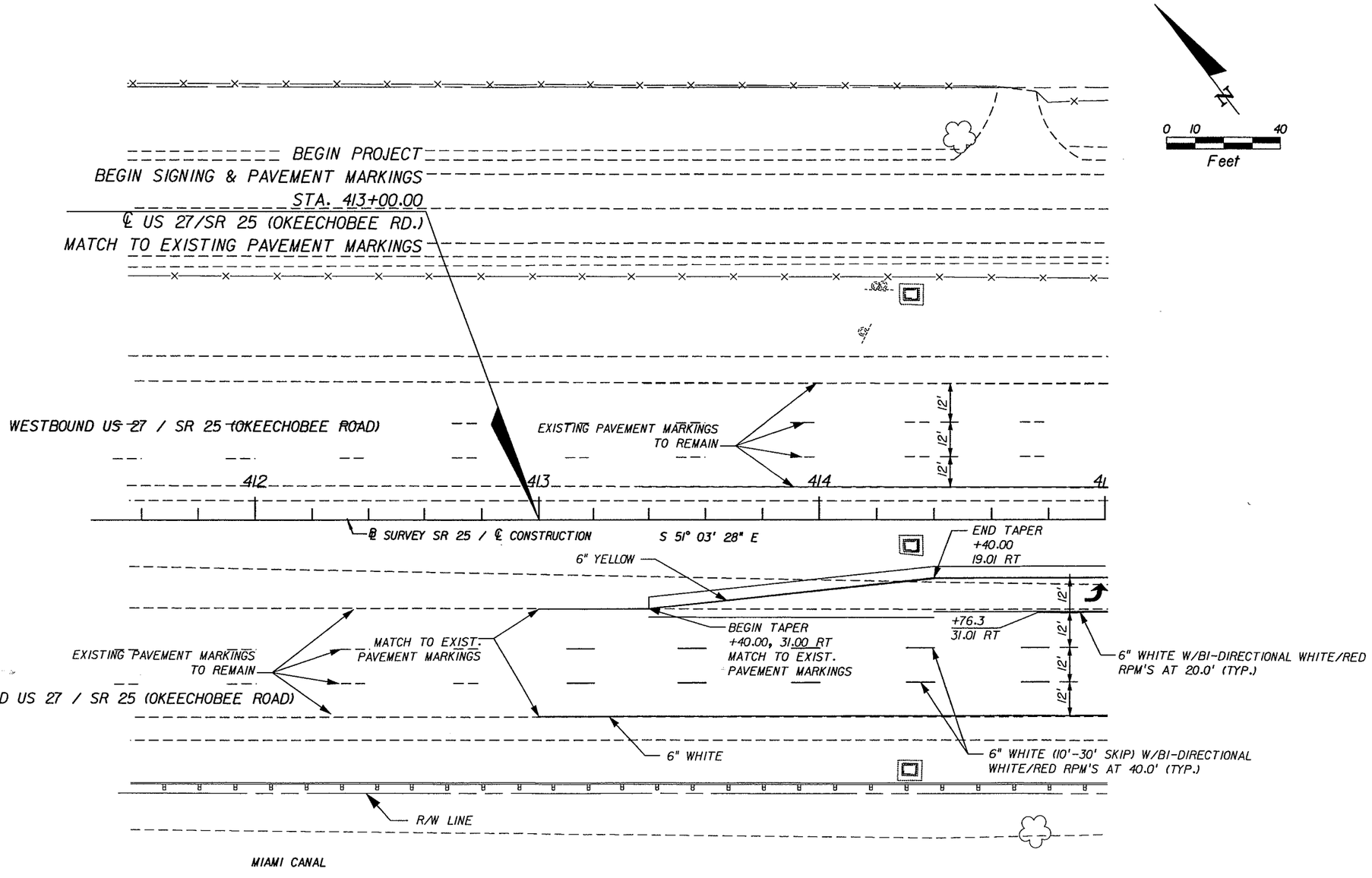

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REVISIONS					
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 25	MIAMI-DADE	416423-3-52-01

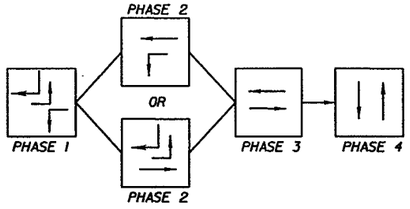
SIGNING & PAVEMENT MARKINGS

SHEET NO. S-4

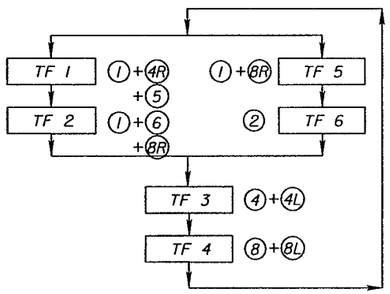
SIGNAL HEAD DETAILS

SIGNAL OPERATING PLAN

S.O.P.



RING DIAGRAM



LOOPS		
LOOP	NO. OF LOOPS	NO. OF DETECTORS
L-1	1	1
L-4	1	1
L-4L	1	
L-5	1	1
L-8	1	1
L-8R	1	

A — EXISTING SIGNS (TO REMAIN) [2 EA]

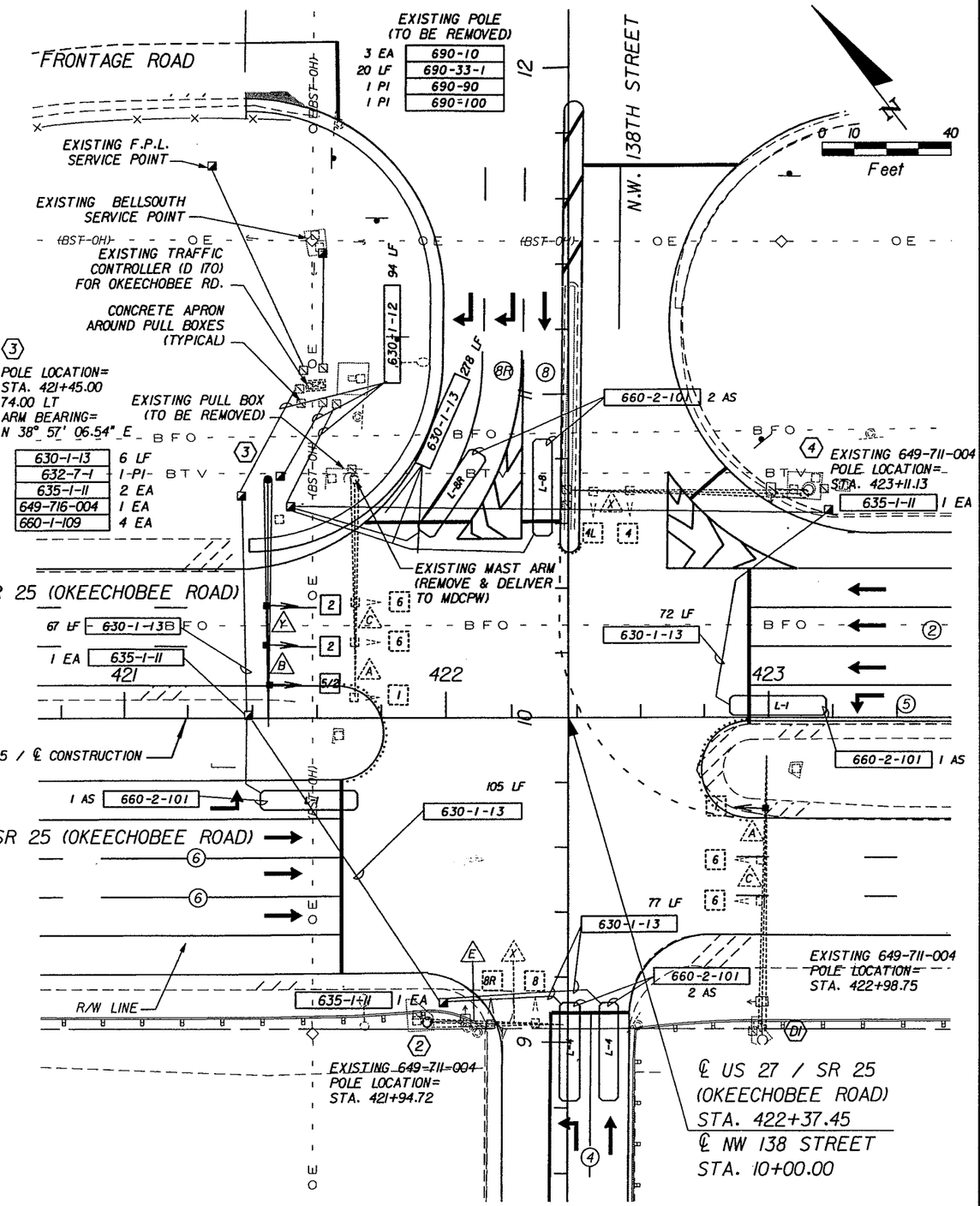
X — OKEECHOBEE RD
EXISTING SIGNS (TO REMAIN) [2 EA]

C — NW 138 ST
EXISTING SIGN (TO REMAIN) [1 EA]

Y — NW 138 ST
10"C | 4" 8"C 4"
D3-1S
60" X 18"
700-48-18
(1 AS)

B — R3-4
24"x30"
700-48-18
(1 AS)

E — RIGHT TURN ON RED RIGHT LANE ONLY
2.3" 4"B 1.5 4"B 1" 4"B 4"B 2.2"
24"x30"
700-48-18
(1 AS)



US 27 / SR 25 (OKEECHOBEE ROAD) & NW 138TH ST. (ID NO. 5994)

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CORRADINO
5200 NW 33rd Ave., Ft. Lauderdale, Fl. 33309
Ph: (954) 777-0044 Fax: (954) 777-5157
Certificate Of Authorization No. 00007665
E.O.R. DAT HUYNH, P.E. No. 57486

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

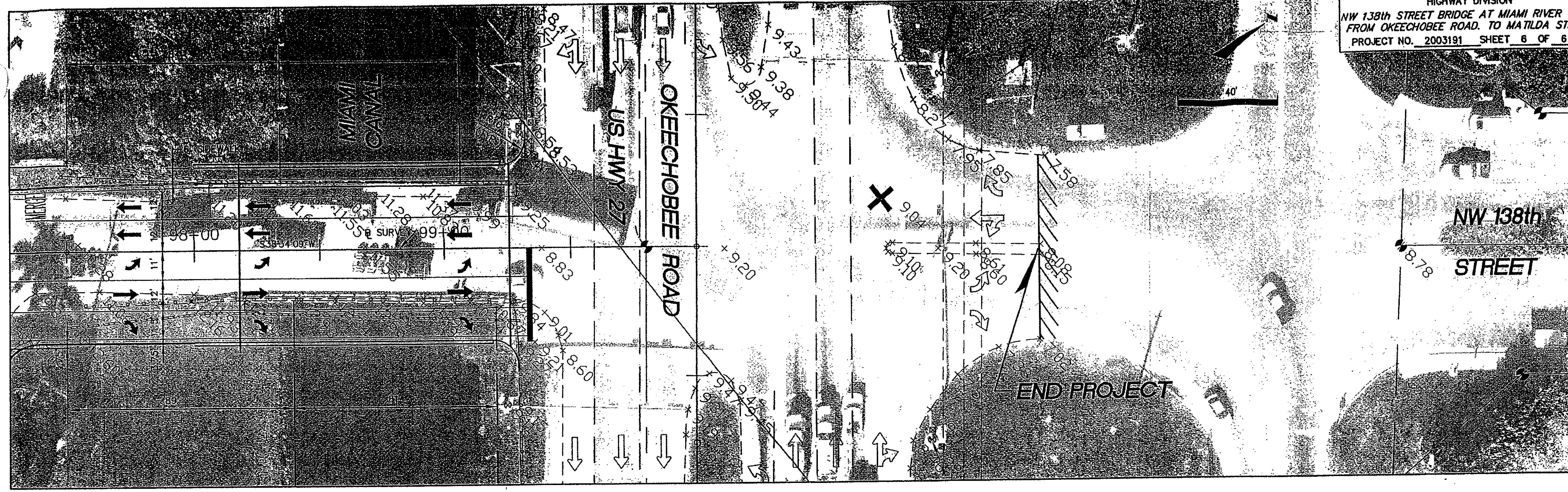
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 25	MIAMI-DADE	416423-3-52-01

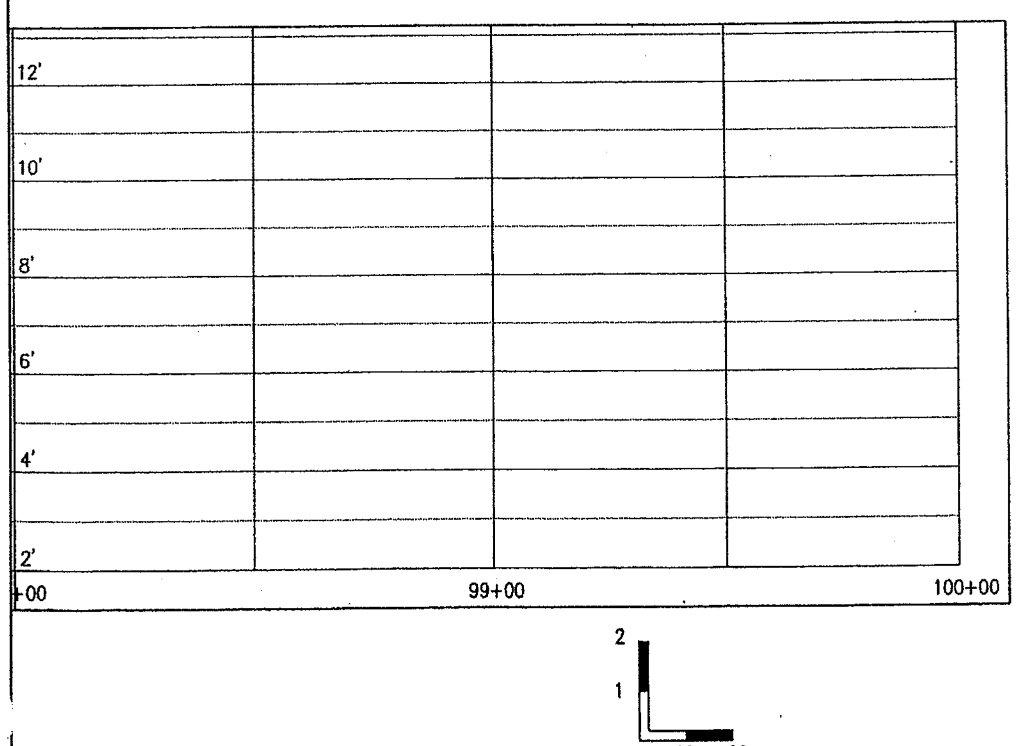
SIGNALIZATION PLANS

SHEET NO. T-4

$USER$ 11/21/2005 3:00:04 PM J:\3355_03\416423\signals\plansg01.dgn

MIAMI-DADE COUNTY PUBLIC WORKS DEPT.
HIGHWAY DIVISION
NW 138th STREET BRIDGE AT MIAMI RIVER CANAL FROM OKEECHOBEE ROAD. TO MATILDA STREET
PROJECT NO. 2003191 SHEET 6 OF 6





DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

REVISIONS

Date	05/02/05
Drawn	CCG
Checked	VMS
Manager	Linda Bell, P.E.
Submittal	MASTER PLAN

CWI **Civil Works, Inc.**
Consulting Engineers EB 07528
10 N.W. 42 Ave., Suite 200
Miami, FL 33126 (305) 448-5955

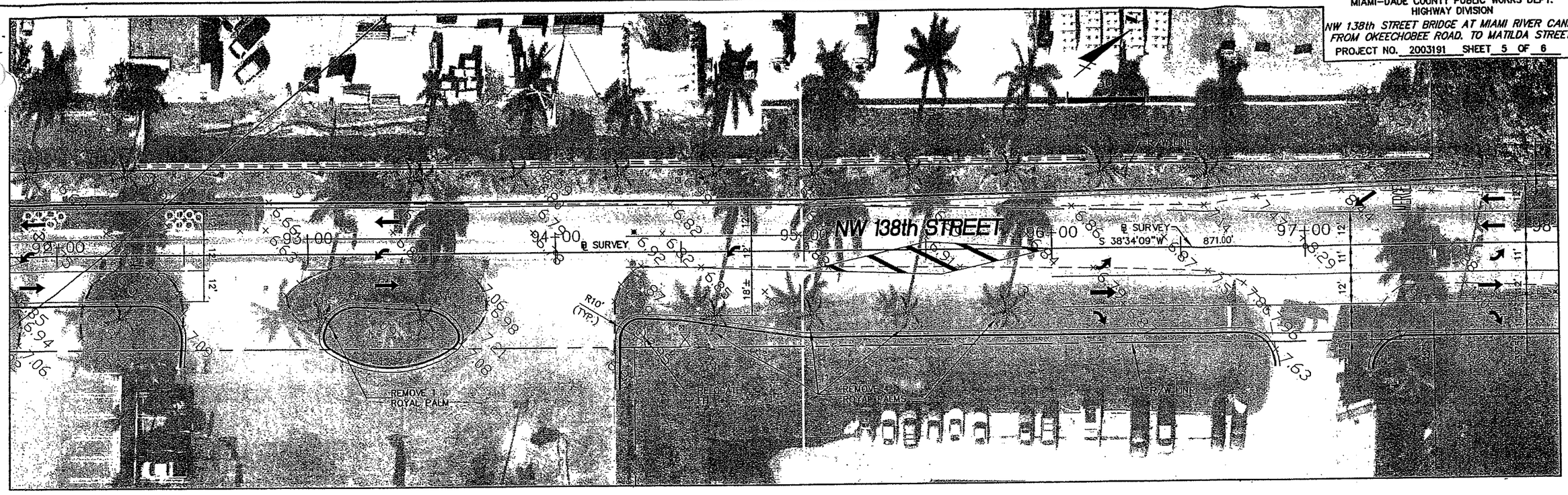
MIAMI-DADE
MIAMI-DADE COUNTY PUBLIC WORKS DEPT.
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FL 33128

PLAN AND PROFILE

MIAMI–DADE COUNTY PUBLIC WORKS DEPT.
HIGHWAY DIVISION

NW 138th STREET BRIDGE AT MIAMI RIVER CANAL
FROM OKEECHOBEE ROAD. TO MATILDA STREET

PROJECT NO. 2003191 SHEET 5 OF 6



12'
10'
8'
6'
4'
2'

92+00 93+00 94+00 95+00 96+00 97+00 98

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1
0 10 20

REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

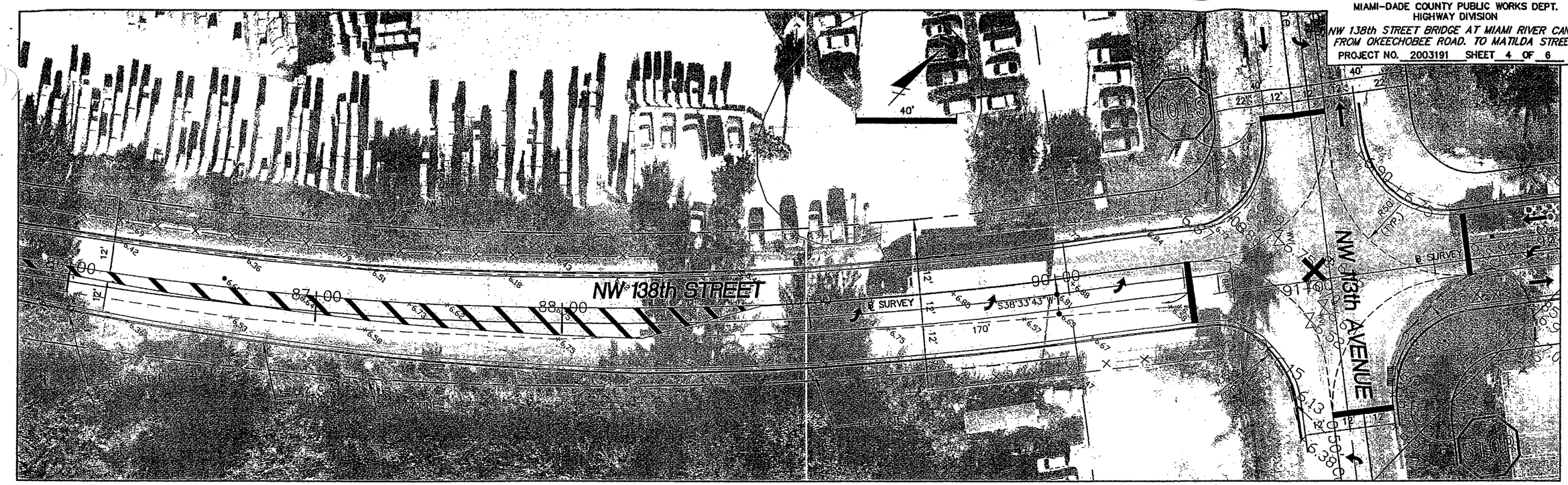
Date	05/02/05
Drawn	CCG
Checked	VMS
Manager	Linda Bell, P.E.
Submittal	MASTER PLAN

CWI *Civil Works, Inc.*
Consulting Engineers EB 07528
10 N.W. 42 Ave., Suite 200
Miami, FL 33126 (305) 448-5955

MIAMI–DADE
MIAMI-DADE COUNTY PUBLIC WORKS DEPT.
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FL 33128

PLAN AND PROFILE

MIAMI-DADE COUNTY PUBLIC WORKS DEPT.
HIGHWAY DIVISION
NW 138th STREET BRIDGE AT MIAMI RIVER CANAL
FROM OKEECHOBEE ROAD. TO MATILDA STREET
PROJECT NO. 2003191 SHEET 4 OF 6



12'
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86+00 87+00 88+00 89+00 90+00 91+00 92

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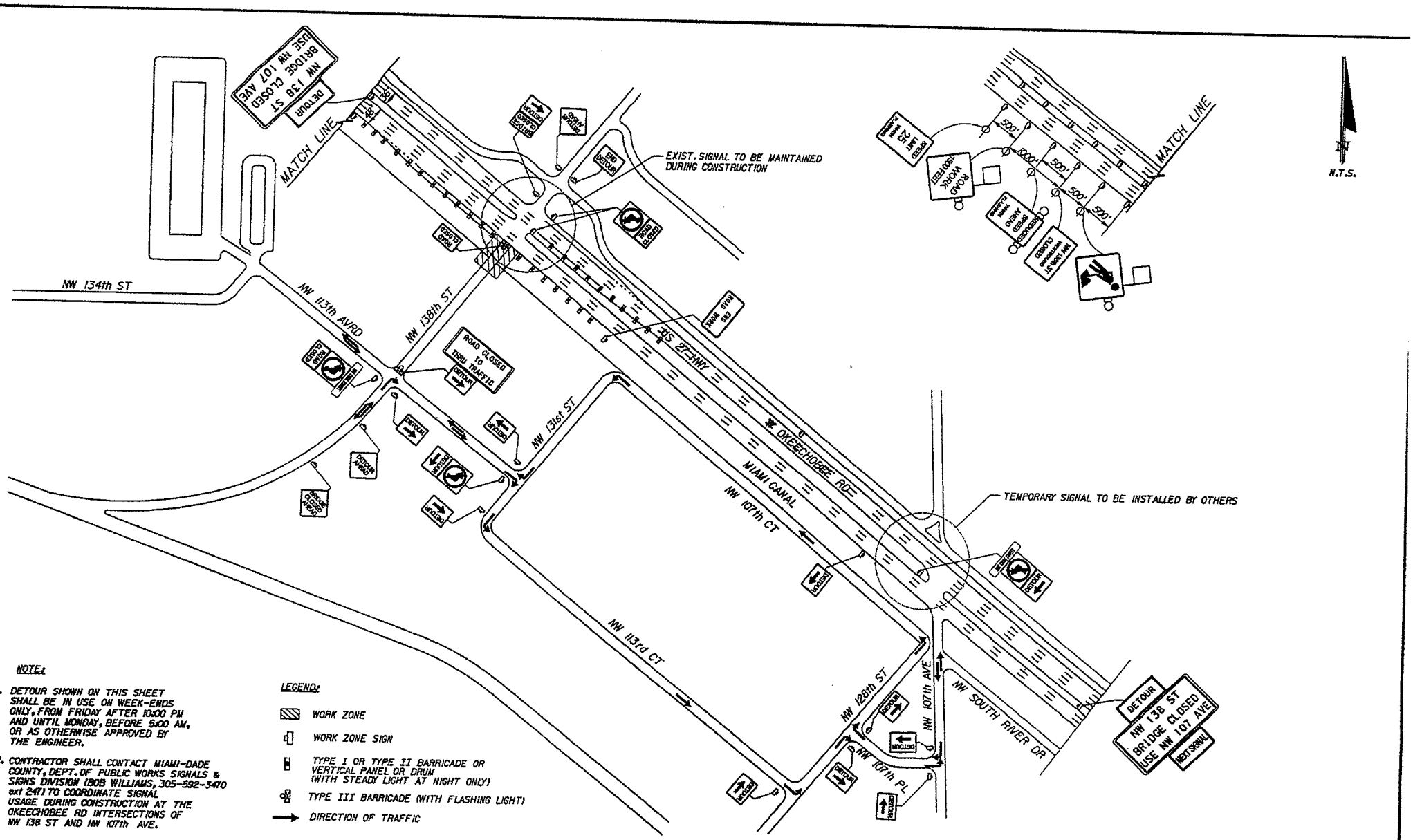
REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

Date	05/02/05
Drawn	CCG
Checked	VMS
Manager	Linda Bell, P.E.
Submittal	MASTER PLAN

CWI Civil Works, Inc.
Consulting Engineers EB 07528
10 N.W. 42 Ave., Suite 200
Miami, FL 33126 (305) 448-5955

MIAMI-DADE
MIAMI-DADE COUNTY PUBLIC WORKS DEPT.
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FL 33128

PLAN AND PROFILE



NOTE:

1. DETOUR SHOWN ON THIS SHEET SHALL BE IN USE ON WEEK-ENDS ONLY, FROM FRIDAY AFTER 10:00 PM AND UNTIL MONDAY, BEFORE 5:00 AM, OR AS OTHERWISE APPROVED BY THE ENGINEER.
2. CONTRACTOR SHALL CONTACT MIAMI-DADE COUNTY, DEPT. OF PUBLIC WORKS SIGNALS & SIGNS DIVISION (BOB WILLIAMS, 305-592-3470 ext 2471) TO COORDINATE SIGNAL USAGE DURING CONSTRUCTION AT THE OKEECHOBEE RD INTERSECTIONS OF NW 138 ST AND NW 107th AVE.

LEGEND:

- WORK ZONE
- WORK ZONE SIGN
- TYPE I OR TYPE II BARRICADE OR VERTICAL PANEL OR DRUM (WITH STEADY LIGHT AT NIGHT ONLY)
- TYPE III BARRICADE (WITH FLASHING LIGHT)
- DIRECTION OF TRAFFIC

REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

Bolton, Perez & Associates
CONSULTING ENGINEERS
7205 CORPORATE CENTER DRIVE, SUITE 201
MIAMI, FLORIDA 33126
CERTIFICATE OF AUTHORIZATION NO. 7904

MIAMI-DADE
PUBLIC WORKS DEPARTMENT

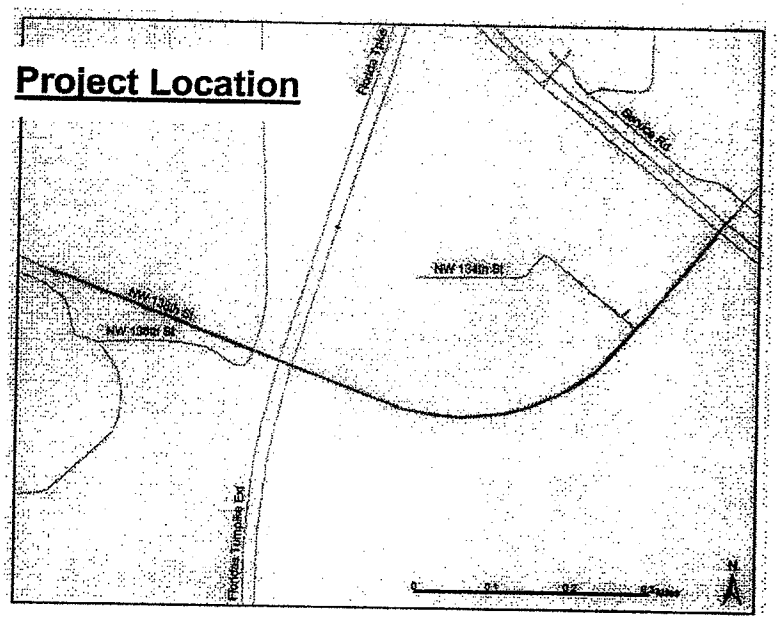
TRAFFIC CONTROL PLANS

SHEET NO. 6

Project Description

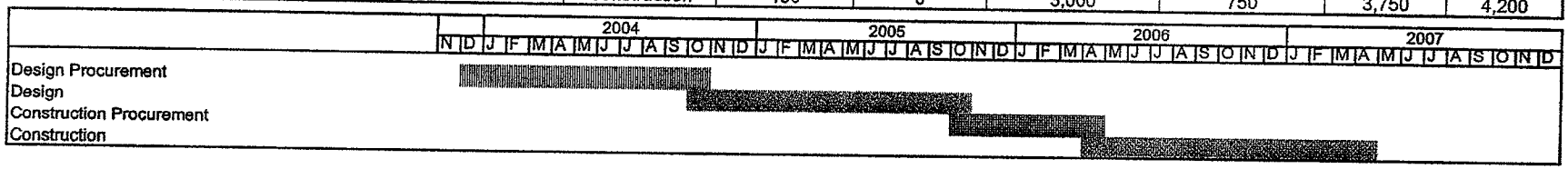
NW 138th St Bridge
At Miami River Canal
Construct Bridge

Project Location



Preliminary Project Budget ($000) & Schedule

BCC DIST	LOCATION	LIMITS	DESCRIPTION	DESIGN ESTIMATE (DE) 15% OF ACTUAL CST EST INCLUDES ADMIN COSTS	R/W ESTIMATE (R/W) INCLUDES ADMIN COSTS	CST ACTUAL CONSTRUCTION ESTIMATE (CST)	CONSTRUCTION ENGINEERING (CEI) 25% OF CST EST INCLUDES ADMIN COSTS	TOTAL CST PHASE EQUAL TO ACTUAL CST ESTIMATE PLUS CEI	TOTAL PROJECT COST EST
12	NW 138 STREET BRIDGE	Bridge over Miami River Canal at NW 138 Street	Bridge Construction	450	0	3,000	750	3,750	4,200



***NOTE:** All costs are expressed in thousands of dollars and the schedules are preliminary*

Transportation Improvement Program

Project Description

InteracTIP

Facility:	**NW 138 Street Bridge**		
From:	Bridge over Miami River Canal at	**Implementing Agency:**	MD Public Works
To:	NW 138 Street		
Type of Project:	Arterial/Collector Road		
Type of Work:	Bridge construction	**Construction Year:**	N/A
Status:		**Next Step:**	
Remarks/Comments:			
MPO Project No.:	PW000326	**Agency Project No.:**	

Project Description:

MIAMI-DADE

Contact Person:	Phone No.:	e-mail Address:
Highway Planning	(305) 375-2913	

Summary of Amendments to the Miami-Dade Year 2025 Transportation Plan

No.	Project Proposal (Limits)	Current Priority	Approved or Proposed Project Description	Nature of Proposed Modification	Origin of Request	Remarks	MPO Action
15	South Miami Avenue (SW 25 Rd to SW 15 Rd)	Not Listed	Traffic Calming Measures, Curbing, and Sidewalk	Priority I	Public Works Department	In PTP (Commission District 7)	Approved (Oct. 23, 2003)
16	SW 62nd Avenue (SW 70 St to SW 64 St)	Not Listed	5 to 2 lanes	Priority I	Public Works Department	In PTP (Commission District 7)	Approved (Oct. 23, 2003)
17	SW 160th Street (SW 147 Av to SW 137 Av)	Not Listed	2 to 4 lanes	Priority I	Public Works Department	In PTP (Commission District 9)	Approved (Oct. 23, 2003)
18	New Access to Country Walk (SW 143 Terr to SW 136 St)	Not Listed	2 Lanes	Priority I	Public Works Department	In PTP (Commission District 11)	Approved (Oct. 23, 2003)
19	NW 138th Street Bridge over Miami River Canal	Not Listed	4 Lane Bridge	Priority I	Public Works Department	In PTP (Commission District 12)	Approved (Oct. 23, 2003)

CWI A WBE/DBE firm

Civil Works, Inc.
Miami - Ft. Lauderdale - Orlando
305-448-5955 954-344-6568 407-339-0040
www.civilworks.com cwi@civilworks.com

MEETING MINUTES

Meeting Date: May 25, 2005
Purpose: Coordination Meeting for NW 138th Street Improvements
CWI Project No: 24120.00
Place: **CWI** Office at 10 NW 42nd Avenue, Suite 200 - Main Conference Room
Prepared by: Vaughn Soares, P.E., **Civil Works, Inc.**
Copies to : Attendees and file

DID ATTEND	ATTENDEE NAME	COMPANY NAME	PHONE	FAX
Y	Vaughn Soares, P.E.	Civil Works, Inc.	305-448-5955	305-448-5466
Y	James Gran, P.E.	Civil Works, Inc	305-448-5955	305-448-5466
Y	Adlofo Fernandez, P.E.	MDPWD	305-375-1565	305-679-7738
Y	Dat Huyhn, P.E.	The Corradino Group	954-777-0044	954-777-5157
Y	Jose Aldir, E.I.	Civil Works, Inc	305-448-5955	305-448-5466
Y	Lourdes Encarnacion	The Corradino Group	305-596-4460	305-595-4612
	Myra Patino, P.E.	C3TS	305-445-2900	305-445-3366

The primary purpose of this meeting was to discuss the future projects in the vicinity of the NW 138th Street and SR 25 (Okeechobee Road).

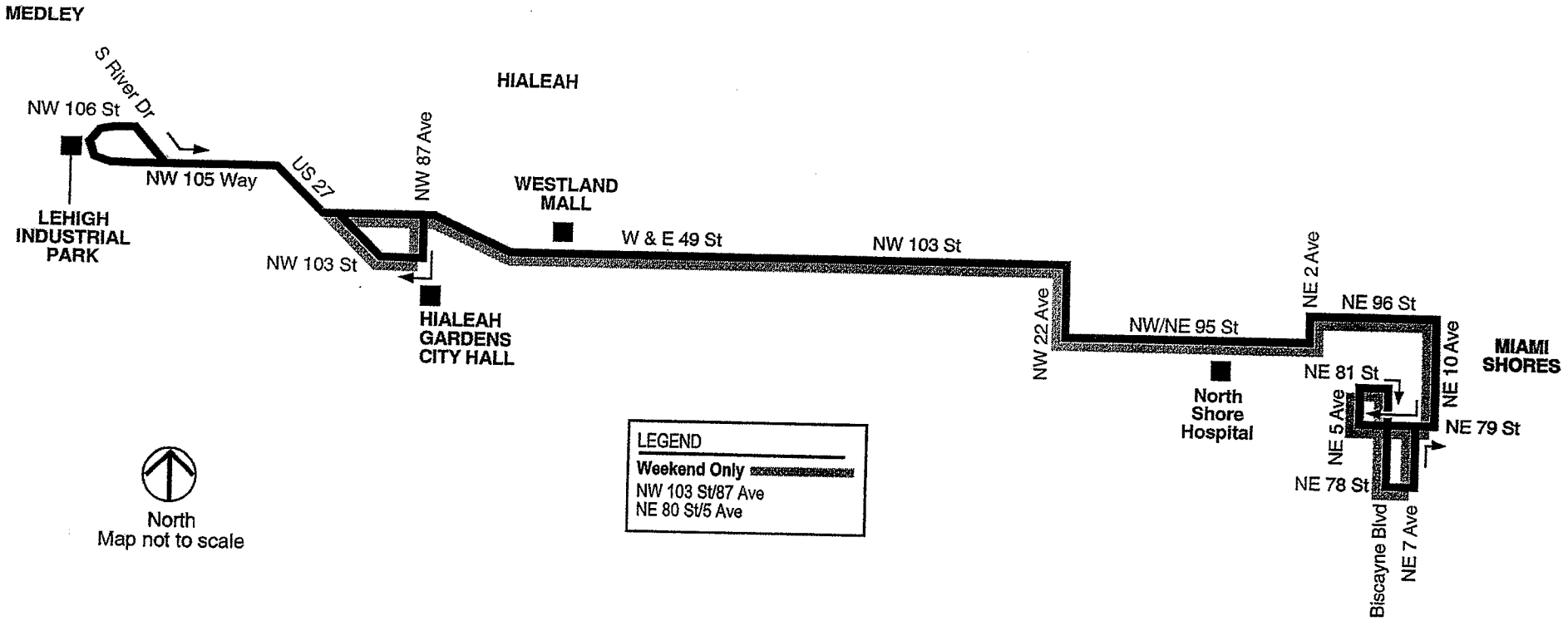
- Dat Huyhn stated that their FDOT submittal for the interim improvements for the intersection of NW 138th Street & SR 25 is at 60% and they will be submitting on June 22nd, 2005. Letting date for this project is approximately 2007. Lane movements may change.
- Vaughn will try to obtain a copy of the Master Plan for Ockeechobee Road.
- Vaughn Soares will forward a copy of the Cad Files of the bridge plan to Corradino and Dat will forward Cad files to **CWI**.
- The construction MOT for NW 138th Street bridge will close the bridge for approximately 9 months to 1 year.
- Signal modifications will have to be coordinated between the two projects.
- The striping plan for the FDOT auxiliary lanes will have to reflect the planned typical section for NW 138th Street bridge.

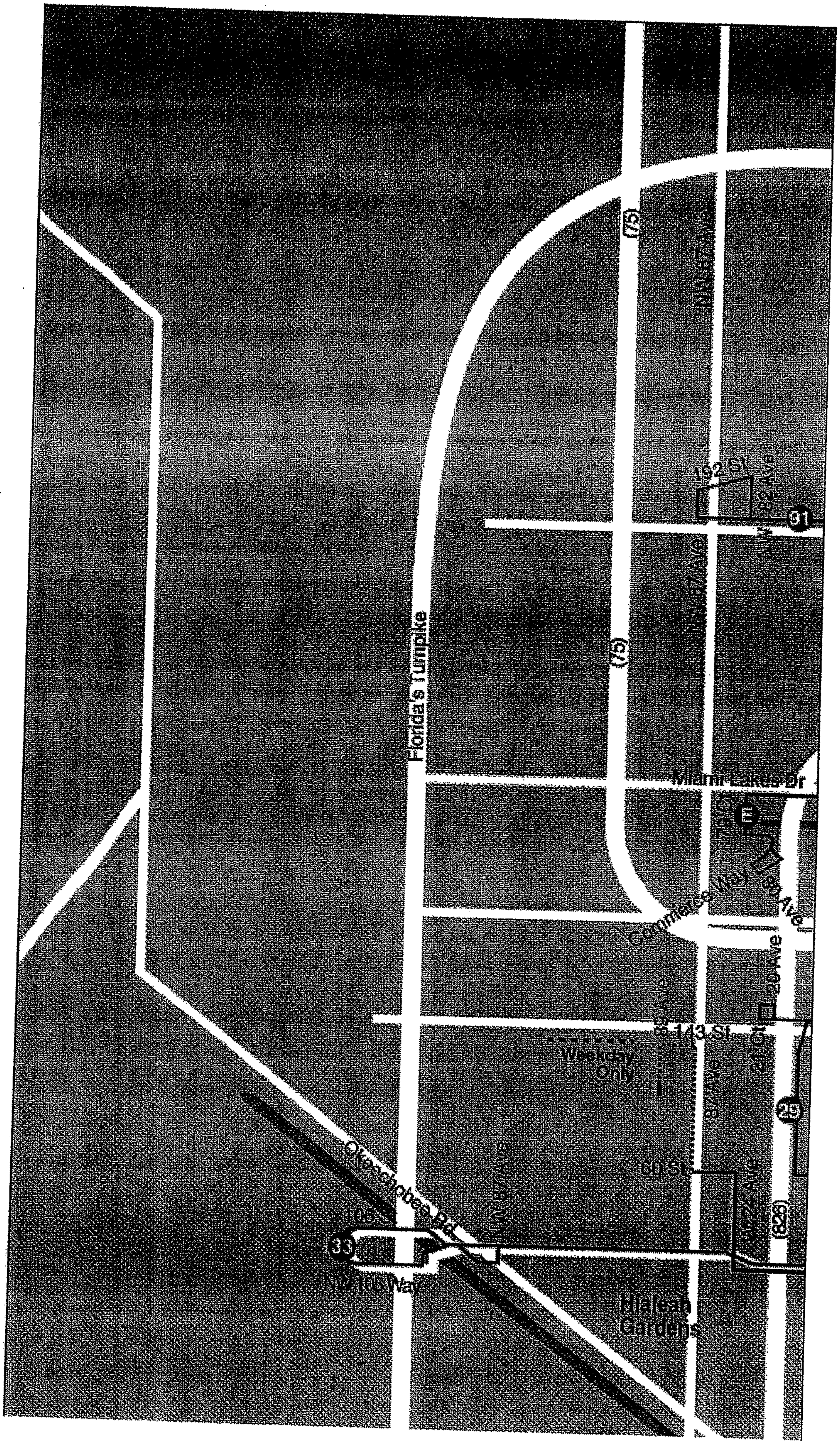
Appendix
(G)

Route 33

WHEELCHAIR ACCESSIBLE

BIKE ACCESSIBLE




Florida's Turnpike
Miami Lakes Dr
Commerce Way
192 St
143 St
Weekday Only
Okeechobee Rd
NW 106 Way
Hialeah Gardens

PTP Home
What is PTP?
- Origins
- Ballot Language
- Governing Legislation
- Resolutions and Amendments

Half Penny at Work
- 90 Day Progress Reports
- Bus Service
- Rail/Metromover
- Public Works

Pro Forma
Citizen's Independent Transportation Trust
Smart Commute Initiative (Homeownership Program)
- FAQ's
- Property Geocodes

Business Opportunities
Municipal Transportation Program
PTP in the News
- Press Releases
- Weekly Articles
- Advertorials
- Photo Gallery

Request a Speaker
The People's Transportation Plan Status Report 2004

Bus Service Improvements

Route - 33... Improved!

Description

Hialeah Gardens to Miami Shores via 103rd Street (49 St) and 95th Street

Improvement	Start Date
Improve midday headways from 45 to 30 minutes	2003

Route - 33... Improved!

Description

Hialeah Gardens to Miami Shores via 103rd Street (49 St) and 95th Street

Improvement	Start Date
Improve weekend bus service intervals from 60 to 30 minutes	2003

Route - 33... Improved!

Description

Hialeah Gardens to Miami Shores via 103rd Street (49 St) and 95th Street

Improvement	Start Date
Improve peak bus service intervals from 30 to 15 minutes	2006

Date Last Edited : Fri Oct 29 10:12:55 2004

The People's Transportation Plan (PTP) - Home | What is PTP? | Half Penny at Work | Smart Commute Initiative | Municipal Program | PTP in the News

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E-mail your comments, questions and suggestions to Webmaster

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Appendix
(H)

EXISTING LAND USE

ID	Parcel No.	Folio	Acres	Lot Size	Bldg Sq Ft	Employees	Land Use	Zoning	Adjacent Street	Trip Generation Zone
A-01	0	22-2029-001-0490	2.636	114,873	840	17	0002 - DUPLEX	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
A-02	1-7	22-2029-024-0070	0.861	37,500	6,300	60	0013 - OFFICE BUILDING	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
A-03	0	22-2030-006-0050	2.609	113,692	3,624	20	0013 - OFFICE BUILDING	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-04	25	22-2030-006-0090	1.749	76,230	10,930	0	0013 - OFFICE BUILDING	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-05	17a	22-2030-004-0010	1.340	58,370	8,281	30	0019 - AUTOMOTIVE OR MARINE	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7
A-06	0	22-2030-008-0110	2.380	0	20,479	NO DATA	0019 - AUTOMOTIVE OR MARINE	7100-INDUSTRIAL - LIGHT MFG	NW 131TH ST	3
A-07	18	22-2030-003-0010	7.260	0	23,072	100	0032 - LIGHT MFG & FOOD PROCESSING	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7
A-08	21	22-2030-006-0030	1.720	74,926	27,531	Judy - 305-593	0032 - LIGHT MFG & FOOD PROCESSING	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-09	0	22-2030-012-0010	0.000	0	48,181	NO DATA	0032 LIGHT MANUFACTURING	7100-INDUSTRIAL - LIGHT MFG	NW 127TH ST	3
A-10	05	22-2030-001-0060	3.188	138,913	28,140	NO DATA	0034 - CANNERIES - BOTTLER	7100-INDUSTRIAL - LIGHT MFG	NW 113TH AVE	1
A-11	20	22-2030-008-0190	2.349	102,366	12,500	0	0034 - CANNERIES - BOTTLER	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	8
A-12	07	22-2030-011-0010	6.998	304,920	19,711	LM for Mark W	0034 - CANNERIES - BOTTLER	7100-INDUSTRIAL - LIGHT MFG	NW 113TH AVE	1
A-13	0	22-2029-001-0570	2.500	0	1,132	NO DATA	0036 - HEAVY IND OR LUMBER YARD	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
A-14	04	22-2030-001-0221	1.796	78,267	9,945	18	0036 - HEAVY IND OR LUMBER YARD	7100-INDUSTRIAL - LIGHT MFG	NW 134TH ST	1
A-15	16	22-2030-002-0010	6.178	269,202	33,848	16	0036 - HEAVY IND OR LUMBER YARD	7100-INDUSTRIAL - LIGHT MFG	NW 113TH AVE	1
A-16	2-17	22-2029-001-0481	0.692	30,139	6,095	Faxed Shirley M	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
A-17	2-1	22-2029-024-0140	0.956	41,648	13,101	305-884-1010/	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 112TH AVE	6
A-18	2-4	22-2029-024-0170	0.918	40,000	5,173	10	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	3
A-19	2-16	22-2029-024-0290	1.540	67,123	38,799	15	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 107TH AVE	4
A-20	3-5	22-2029-024-0340	0.827	36,028	14,120	25	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 122ND WAY	5
A-21	02	22-2030-001-0100	16.545	720,918	64,488	100	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH AVE	1
A-22	SYS-1	22-2030-001-0132	48.566	2,116,145	572,886	300	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 115TH AVE	2
A-23	1-1	22-2030-001-0133	10.050	437,778	173,023	90	0037 - WAREHOUSE OR STORAGE	8900-INTERIM-AWAIT SPECIFIC ZONE	NW 115TH AVE	2
A-24	0	22-2030-006-0010	0.000	0	30,836	NO DATA	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 113TH AVE	3
A-25	20b	22-2030-006-0020	12.686	552,776	31,449	135/45	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-26	0	22-2030-006-0031	1.300	56,626	23,680	5	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-27	0	22-2030-006-0040	2.199	95,832	4,632	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-28	0	22-2030-006-0060	7.488	326,264	63,913	NO DATA	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 131TH ST	3
A-29	26	22-2030-006-0100	1.997	87,000	6,818	35	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH AVE	3
A-30	11	22-2030-007-0010	1.797	78,322	17,080	40	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 134TH ST	1
A-31	0	22-2030-008-0010	6.474	282,100	42,188	101	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-32	0	22-2030-008-0030	3.968	172,900	7,920	7	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-33	29B	22-2030-008-0080	5.505	239,882	172,609	CB - 305) 863-(	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-34	0	22-2030-008-0100	3.479	151,589	81,904	305-674-8820	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 128TH ST	3
A-35	0	22-2030-008-0140	2.679	0	63,852	305-593-2028	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	3
A-36	0	22-2030-008-0150	1.430	0	33,078	(305) 863-0034	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	3
A-37	0	22-2030-008-0170	4.680	0	91,986	7	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 131TH ST	3
A-38	8-6	22-2030-009-0010	9.720	423,541	423,541	115	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 128TH ST	4
A-39	8-5	22-2030-009-0040	5.398	235,226	49,043	C/B on Monday	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 128TH ST	3
A-40	0	22-2030-009-0050	4.347	189,408	111,564	20	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	3
A-41	0	22-2030-009-0070	3.454	150,521	69,102	Emailed Rosan	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 128TH ST	3
A-42	0	22-2030-009-0080	0.739	32,189	15,468	NO DATA	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 107TH AVE	4
A-43	40	22-2032-004-0250	20.308	504,646	243,702	0	0036 - HEAVY IND OR LUMBER YARD	7100-INDUSTRIAL - LIGHT MFG	NW 121ST WAY	10
B-01	06	22-2030-001-0320	5.369	233,963	64,433	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7
B-02	17b	22-2030-004-0020	3.479	151,589	41,748	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7

EXISTING LAND USE

ID	Parcel No.	Folio	Acres	Lot Size	Bldg Sq Ft	Employees	Land Use	Zoning	Adjacent Street	Trip Generation Zone
B-03	12	22-2030-007-0020	1.797	78,321	21,570	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 134TH ST	1
B-04	13	22-2030-007-0030	2.520	109,811	30,242	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7
B-05	15	22-2030-007-0050	2.590	112,869	31,084	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7
B-07	50	22-2032-004-0310	18.097	788,519	217,158	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 121ST WAY	10
B-08	1-14	22-2029-001-0485	0.177	7,694	2,119	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-09	1-1	22-2029-024-0010	1.432	62,393	17,183	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-10	0	22-2030-008-0120	2.380	0	28,560	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 131TH ST	3
B-11	19	22-2030-008-0200	2.090	0	25,080	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	8
B-12	1-2	22-2030-016-0120	1.130	49,248	13,563	0	VACANT	7100-INDUSTRIAL	NW 115TH AVE	2
B-13	5-3	22-2030-016-0460	1.360	0	16,320	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-14	14	22-2030-007-0040	2.644	115,200	31,726	NO DATA	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7
B-15	0	22-2029-001-0488	3.804	165,757	45,649	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 107TH AVE	4
B-16	0	22-2029-001-0590	0.520	0	6,240	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-17	0	22-2029-024-0020	0.861	37,500	10,328	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-18	1-3	22-2029-024-0030	0.861	37,500	10,328	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-19	1-4	22-2029-024-0040	0.861	37,500	10,328	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-20	1-5	22-2029-024-0050	0.861	37,500	10,328	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-21	1-6	22-2029-024-0060	0.861	37,500	10,328	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-22	1-8	22-2029-024-0080	0.826	36,000	9,914	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-23	1-9	22-2029-024-0090	0.826	36,000	9,914	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-24	1-10	22-2029-024-0100	0.831	36,222	9,976	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-25	0	22-2029-024-0110	0.964	42,007	11,569	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-26	0	22-2029-024-0120	0.949	41,365	11,392	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5
B-27	0	22-2029-024-0130	0.648	28,242	7,778	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5
B-28	2-2	22-2029-024-0150	0.918	40,000	11,016	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-29	2-3	22-2029-024-0160	0.689	30,000	8,262	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-30	0	22-2029-024-0180	1.102	48,000	13,219	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-31	0	22-2029-024-0190	1.128	49,133	13,531	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-32	2-7	22-2029-024-0200	1.755	76,465	21,058	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-33	2-8	22-2029-024-0210	1.622	0	19,466	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-34	2-9	22-2029-024-0220	0.963	41,968	11,558	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-35	2-10	22-2029-024-0230	2.202	95,928	26,419	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-36	2-11	22-2029-024-0240	2.104	91,690	25,251	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5
B-37	2-12	22-2029-024-0250	1.132	49,324	13,584	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5
B-38	2-13	22-2029-024-0260	1.161	50,574	13,928	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5
B-39	2-14	22-2029-024-0270	1.161	50,574	13,928	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5
B-40	2-15	22-2029-024-0280	1.164	50,721	13,969	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 107TH AVE	4
B-41	3-1	22-2029-024-0300	0.972	42,366	11,668	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-42	3-2	22-2029-024-0310	0.975	42,500	11,705	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-43	3-3	22-2029-024-0320	0.936	40,765	11,227	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-44	3-4	22-2029-024-0330	0.974	42,446	11,690	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5
B-45	01	22-2030-001-0090	16.685	727,016	200,220	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 134TH ST	1
B-46	10-1	22-2030-001-0140	37.839	1,648,746	662,606	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 115TH AVE	2
B-47	0	22-2030-008-0130	2.380	0	28,560	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 107TH CT	3
B-48	0	22-2030-008-0160	2.384	0	28,604	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 107TH CT	3

EXISTING LAND USE

ID	Parcel No.	Folio	Acres	Lot Size	Bldg Sq Ft	Employees	Land Use	Zoning	Adjacent Street	Trip Generation Zone
B-49	0	22-2030-009-0090	1.410	61,439	16,925	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 127TH ST	3
B-50	29A	22-2030-010-0010	2.238	97,487	26,856	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
B-51	0	22-2030-012-0020	2.376	103,517	28,517	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 107TH AVE	4
B-52	03	22-2030-013-0010	11.210	130,680	134,520	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	9
B-53	0	22-2030-013-0030	4.864	211,879	58,369	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	9
B-54	0	22-2029-001-0500	2.561	111,592	30,732	0	VACANT	7100 INDUSTRIAL	NW 107TH AVE	4
B-56	2-1	22-2030-016-0130	1.130	49,248	13,563	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 112TH AVE	2
B-57	2-2	22-2030-016-0140	1.130	49,248	13,563	0	VACANT	7100-INDUSTRIAL	NW 112TH AVE	2
B-58	2-3	22-2030-016-0150	1.130	49,248	13,563	0	VACANT	7100-INDUSTRIAL	NW 112TH AVE	2
B-59	2-4	22-2030-016-0160	1.130	49,248	13,563	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-60	2-5	22-2030-016-0170	1.130	49,248	13,563	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-61	2-6	22-2030-016-0180	1.130	49,248	13,563	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-62	2-7	22-2030-016-0190	1.130	49,244	13,562	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-63	3-1	22-2030-016-0200	0.944	41,119	11,324	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-64	3-2	22-2030-016-0210	0.947	41,253	11,361	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-65	3-3	22-2030-016-0220	0.750	32,689	9,003	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-66	3-4	22-2030-016-0230	0.693	30,175	8,310	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-67	3-5	22-2030-016-0240	0.696	30,334	8,354	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-68	3-6	22-2030-016-0250	1.408	61,348	16,895	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-69	3-7	22-2030-016-0260	1.226	53,417	14,711	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-70	3-8	22-2030-016-0270	0.807	35,157	9,682	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-71	3-9	22-2030-016-0280	0.812	35,385	9,745	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-72	3-10	22-2030-016-0290	0.696	30,336	8,355	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-73	4-1	22-2030-016-0300	0.693	30,176	8,310	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-74	4-2	22-2030-016-0310	0.750	32,690	9,003	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-75	4-3	22-2030-016-0320	0.947	41,254	11,361	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-76	4-4	22-2030-016-0330	0.944	41,119	11,324	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-77	4-5	22-2030-016-0340	1.360	59,277	16,325	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-78	4-6	22-2030-016-0350	1.360	59,277	16,325	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-79	4-7	22-2030-016-0360	1.360	59,277	16,325	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-80	4-8	22-2030-016-0370	1.360	59,277	16,325	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-81	4-9	22-2030-016-0380	1.221	53,190	14,649	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-82	4-10	22-2030-016-0390	1.348	58,742	16,178	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-83	4-11	22-2030-016-0400	1.361	59,291	16,329	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-84	4-12	22-2030-016-0410	1.361	59,291	16,329	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-85	4-13	22-2030-016-0420	1.356	59,098	16,276	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-87	5-1	22-2030-016-0440	1.360	0	16,320	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-88	5-2	22-2030-016-0450	1.360	0	16,320	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-89	5-4	22-2030-016-0470	1.360	0	16,320	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-90	5-5	22-2030-016-0480	1.220	0	14,640	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-91	5-6	22-2030-016-0490	1.350	0	16,200	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-92	5-7	22-2030-016-0500	1.360	0	16,320	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-93	5-8	22-2030-016-0510	1.360	0	16,320	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-94	5-9	22-2030-016-0520	1.360	0	16,320	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-95	0	30-2031-001-0040	67.026	2,919,653	688,500		VACANT	9500 - OFFICE PARK DISTRICT	NW 122ND ST	2

EXISTING LAND USE

ID	Parcel No.	Folio	Acres	Lot Size	Bldg Sq Ft	Employees	Land Use	Zoning	Adjacent Street	Trip Generation Zone
B-96	0	22-2030-013-0020	3.529	153,778	42,350		VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	9

Appendix
(I)

SimTraffic - 2008 PM With Improvements

Altenative 1

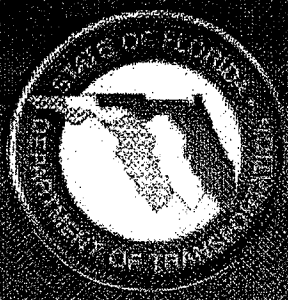
SimTraffic - 2018 PM With Improvements

Altenative 1

SimTraffic - 2028 PM With Improvements

Altenative 1

Appendix
(J)



OFFICE OF
POLICY PLANNING

Policy Analysis and
Program Evaluation

March 2005

2004 TRANSPORTATION COSTS

2004 TRANSPORTATION COSTS
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Bridge Costs
2004

New Construction
(Cost per Square Foot)

Bridge Type	Low	High
Short Span Bridges		
Reinforced Concrete Flat Slab Simple Span	$70	$90
Pre-cast Concrete Slab Simple Span	$115	$168
Reinforced Concrete Flat Slab Continuous Span	NA	NA
Medium Span Bridges		
Concrete Deck/ Steel Girder - Simple Span	$85	$110
Concrete Deck/ Steel Girder - Continuous Span	$95	$160
Concrete Deck/ Pre-stressed Girder - Simple Span	$70	$110
Concrete Deck/ Pre-stressed Girder - Continuous Span	$85	$125
Long Span Bridges		
Concrete Deck/ Steel Box Girder - Span Range from 150' to 280' (for curvature, add a 15% premium)	$115	$165
Segmental Concrete Box Girders – Cantilever Construction, Span Range from 150' to 280'	$95	$140
Movable Bridge - Bascule Spans and Piers	$800	$1,400
Demolition Cost		
Typical	$15	$25
Bascule	$65	$65

Source: State Estimates Office - Florida Department of Transportation

Notes: Figures are for 2004 construction costs per square foot of deck area, including an allowance for handrails; they may not be comparable to prior year figures in all cases.

Costs of preliminary engineering, right-of-way, bridge approaches, mobilization, and construction engineering inspection are **not** included.

The cost-per-square foot figures are based on general, statewide averages. They are not to be used for Work Program estimating because they are not job specific.

Florida Department of Transportation
Long Term Construction Cost Inflation Forecast
As of March 2005

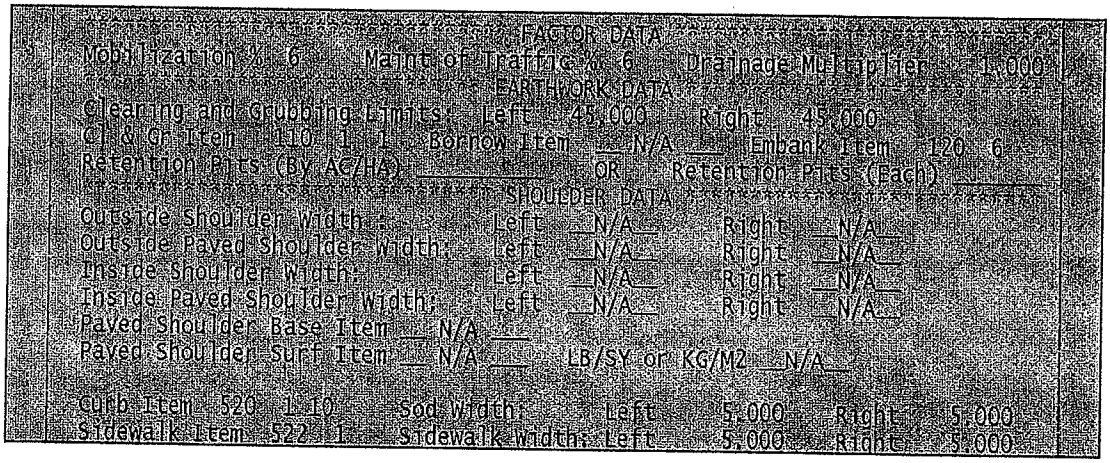
FISCAL YEAR	FDOT PRICE TRENDS INDEX[1]		IMPLICIT PRICE DEFLATOR FOR STATE & LOCAL STRUCTURES[2]		CONSUMER PRICE INDEX	
1996	72.3	3.7%	85.44	3.7%	154.51	2.7%
1997	74.5	3.0%	87.98	3.0%	158.90	2.8%
1998	77.0	3.3%	90.93	3.3%	161.75	1.8%
1999	79.4	3.2%	93.83	3.2%	164.55	1.7%
2000	82.8	4.2%	97.76	4.2%	169.28	2.9%
2001	86.2	4.2%	101.88	4.2%	175.08	3.4%
2002	88.8	3.0%	104.95	3.0%	178.16	1.8%
2003	91.2	2.7%	107.73	2.7%	182.12	2.2%
2004	93.2	2.2%	110.08	2.2%	186.08	2.2%
2005	100.0	7.3%	118.14	7.3%	191.14	2.7%
2006	103.5	3.5%	122.61	3.8%	193.98	1.5%
2007	106.9	3.3%	124.60	1.6%	197.54	1.8%
2008	110.4	3.3%	126.52	1.5%	201.63	2.1%
2009	114.1	3.3%	128.66	1.7%	206.03	2.2%
2010	117.9	3.3%	131.02	1.8%	210.79	2.3%
2011	121.7	3.3%	133.67	2.0%	216.07	2.5%
2012	125.8	3.3%	136.65	2.2%	221.83	2.7%
2013	129.9	3.3%	139.69	2.2%	227.83	2.7%
2014	134.2	3.3%	142.57	2.1%	233.90	2.7%
2015	138.6	3.3%			240.15	2.7%

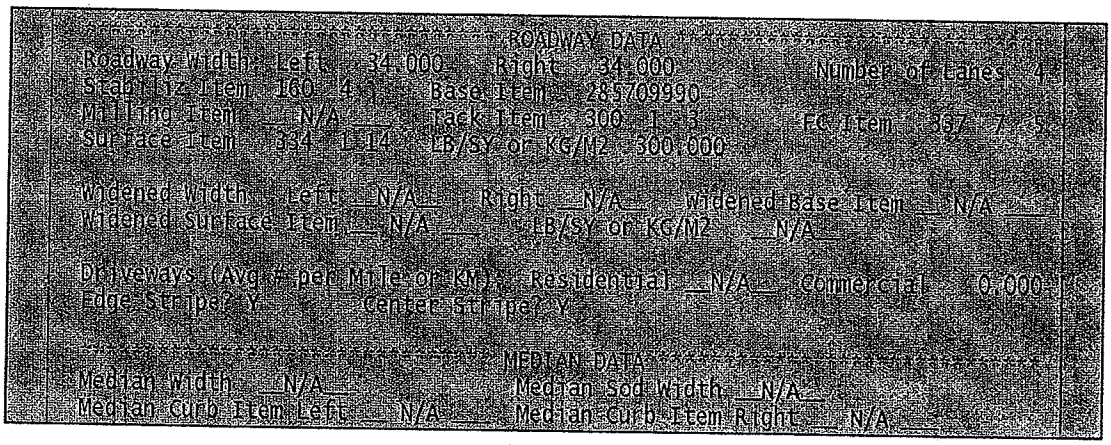
[1] Base year changed to state fiscal year 2004-2005, base year = 100. Historical years reflect annual inflation rates for the Implicit Price Deflator.

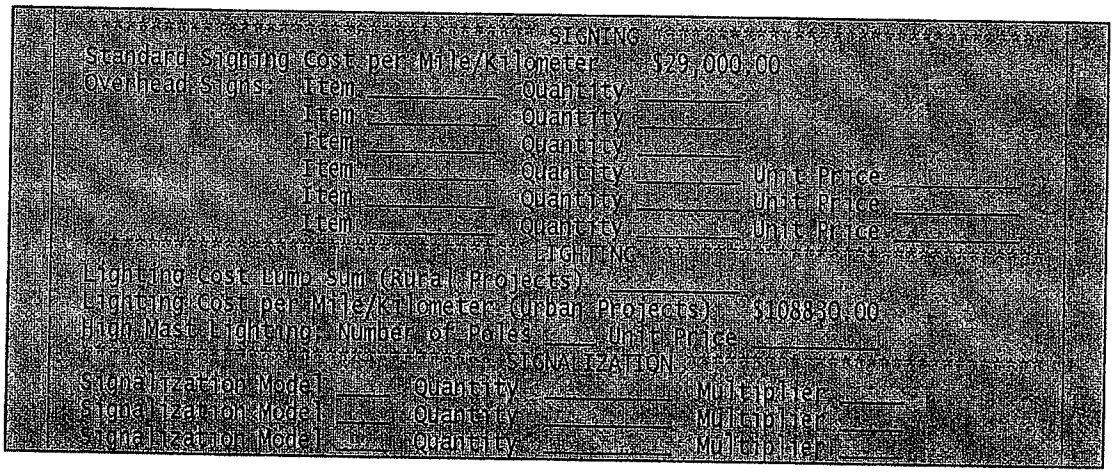
[2] Base year changed to calendar year 2000, base year = 100.

Source: Office of Financial Development - Florida Department of Transportation (used in the Florida Transportation Revenue Estimating Conference, March 2005).

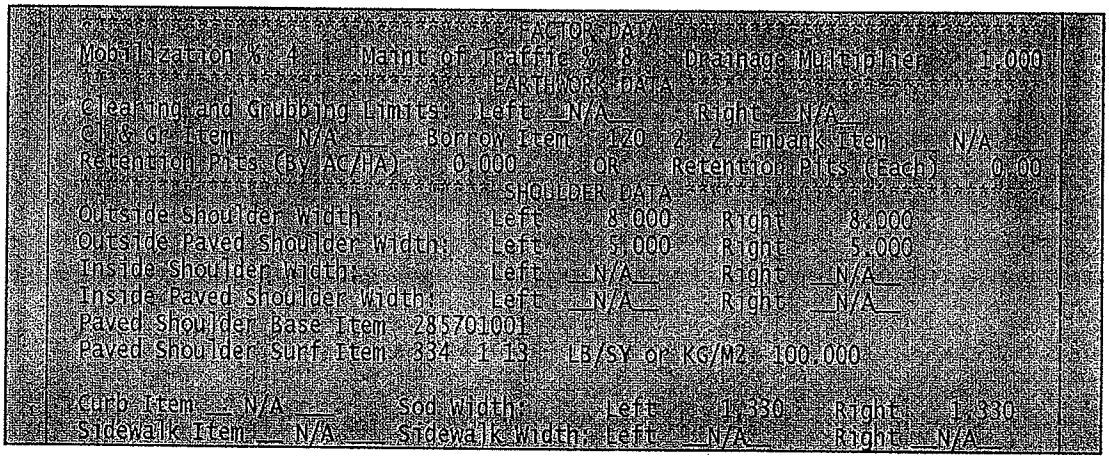
Note: This is the current FDOT long-term forecast and is subject to change at anytime if the economy so indicates.

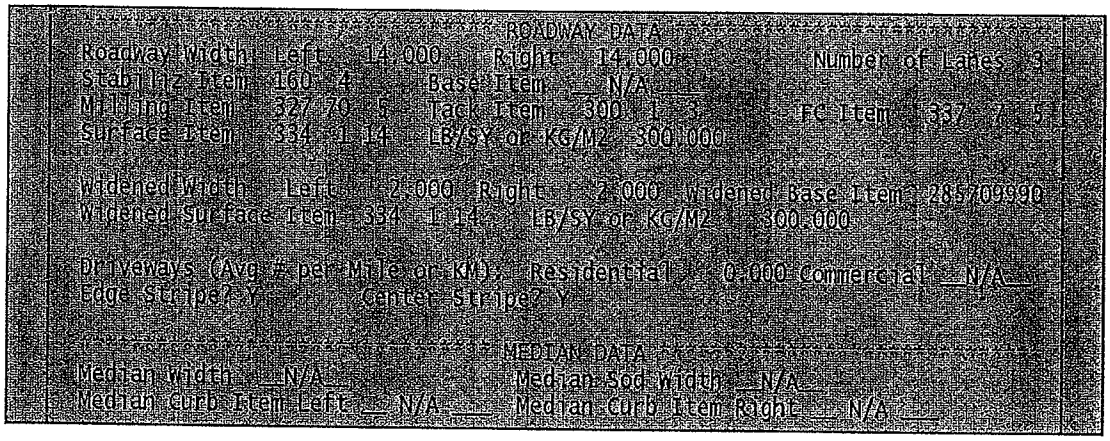

FACTOR DATA
Mobilization %: 6 Maint of Traffic %: 6 Drainage Multiplier: 1.000
EARTHWORK DATA
Clearing and Grubbing Limits: Left: 45.000 Right: 45.000
C & G Item: 110 1 1 Borrow Item: N/A Embank Item: 120 6
Retention Pits (By AC/HA): OR Retention Pits (Each):
SHOULDER DATA
Outside Shoulder Width: Left: N/A Right: N/A
Outside Paved Shoulder Width: Left: N/A Right: N/A
Inside Shoulder Width: Left: N/A Right: N/A
Inside Paved Shoulder Width: Left: N/A Right: N/A
Paved Shoulder Base Item: N/A
Paved Shoulder Surf Item: N/A LB/SY or KG/M2: N/A
Curb Item: 520 1 10 Sod Width: Left: 5.000 Right: 5.000
Sidewalk Item: 522 1 Sidewalk Width: Left: 5.000 Right: 5.000

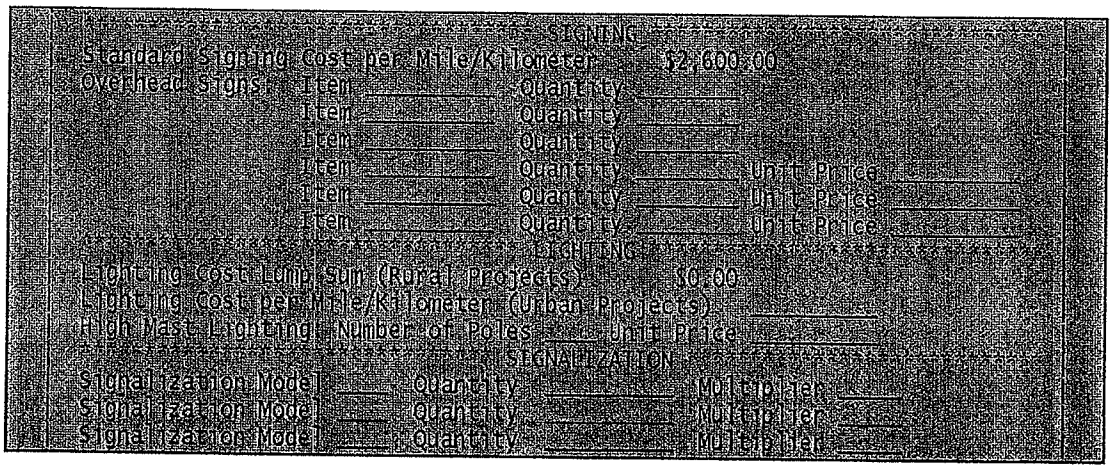

ROADWAY DATA
Roadway Width: Left: 34.000 Right: 34.000 Number of Lanes: 4
Stabilz Item: 160 4 1 Base Item: 285709990
Milling Item: N/A Tack Item: 300 1 3 EC Item: 397 7 5
Surface Item: 334 1 14 LB/SY or KG/M2: 300.000
Widened Width: Left: N/A Right: N/A Widened Base Item: N/A
Widened Surface Item: N/A LB/SY or KG/M2: N/A
Driveways (Avg # per Mile or KM): Residential: N/A Commercial: 0.000
Edge Stripe? Y Center Stripe? Y
MEDIAN DATA
Median Width: N/A Median Sod Width: N/A
Median Curb Item Left: N/A Median Curb Item Right: N/A


SIGNING
Standard Signing Cost per Mile/Kilometer: $29,000.00
Overhead Signs: Item: Quantity:
Item: Quantity:
Item: Quantity:
Item: Quantity: Unit Price:
Item: Quantity: Unit Price:
Item: Quantity: Unit Price:
LIGHTING
Lighting Cost Lump Sum (Rural Projects):
Lighting Cost per Mile/Kilometer (Urban Projects): $108830.00
High Mast Lighting: Number of Poles: Unit Price:
SIGNALIZATION
Signalization Model: Quantity: Multiplier:
Signalization Model: Quantity: Multiplier:
Signalization Model: Quantity: Multiplier:

NUU - English


FACTOR DATA
Mobilization %: 4 Maint of Traffic %: 8 Drainage Multiplier: 1.000
EARTHWORK DATA
Clearing and Grubbing Limits: Left: N/A Right: N/A
C/L & Gr Item: N/A Borrow Item: 120 2 2 Embank Item: N/A
Retention Pits (By AC/HA): 0.000 OR Retention Pits (Each): 0.00
SHOULDER DATA
Outside Shoulder Width: Left: 8.000 Right: 8.000
Outside Paved Shoulder Width: Left: 5.000 Right: 5.000
Inside Shoulder Width: Left: N/A Right: N/A
Inside Paved Shoulder Width: Left: N/A Right: N/A
Paved Shoulder Base Item: 28570100
Paved Shoulder Surf Item: 334 1 13 LB/SY or KG/M2: 100.000
Curb Item: N/A Sod Width: Left: 1.330 Right: 1.330
Sidewalk Item: N/A Sidewalk Width: Left: N/A Right: N/A


ROADWAY DATA
Roadway Width: Left: 14.000 Right: 14.000 Number of Lanes: 3
Stabilz Item: 160 4 Base Item: N/A
Milling Item: 327 70 5 Tack Item: 300 1 3 FC Item: 337 7 51
Surface Item: 334 1 14 LB/SY or KG/M2: 300.000
Widened Width: Left: 2.000 Right: 2.000 Widened Base Item: 28570999D
Widened Surface Item: 334 1 14 LB/SY or KG/M2: 300.000
Driveways (Avg # per Mile or KM): Residential: 0.000 Commercial: N/A
Edge Stripe? Y Center Stripe? Y
MEDIAN DATA
Median Width: N/A Median Sod Width: N/A
Median Curb Item Left: N/A Median Curb Item Right: N/A


SIGNING
Standard Signing Cost per Mile/Kilometer: $2,600.00
Overhead Signs: Item: Quantity:
Item: Quantity:
Item: Quantity:
Item: Quantity: Unit Price:
Item: Quantity: Unit Price:
Item: Quantity: Unit Price:
LIGHTING
Lighting Cost Lump Sum (Rural Projects): $0.00
Lighting Cost per Mile/Kilometer (Urban Projects):
High Mast Lighting: Number of Poles: Unit Price:
SIGNALIZATION
Signalization Model: Quantity: Multiplier:
Signalization Model: Quantity: Multiplier:
Signalization Model: Quantity: Multiplier:

WNU - English